



City of
Simi Valley
GENERAL PLAN

INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY

MAY 14 1987

UNIVERSITY OF CALIFORNIA

**GENERAL PLAN
CITY
OF
SIMI VALLEY
CALIFORNIA**

MARCH 1980

Adopted by the Simi Valley City Council
February 19, 1980

1000 1000000

1000

1000

1000 1000000

1000000

1000 1000000

1000 1000000

1000000

PARTICIPANTS IN THE PROGRAM

CITY COUNCIL

Cathie Wright, Mayor
Dave Rees, Mayor Pro Tempore
Bill Baker
Elton Gallegly
Gregory A. Stratton
William T. Carpenter*
Ginger Gherardi*

PLANNING COMMISSION

Robert Swoish, Chairman
Vicky Howard, Vice-Chairman
A. Lloyd Maitland
Larry Hawk
Clayton Mullendore
Norman Fogel*
Mimi Kitchen*
Jeff Vopal*

CITY STAFF

M. L. Koester, City Manager
Wayne G. Goldberg, Director of Community Development
Robert D. Eccles, Director of Public Works
Barbara Schoetz, Project Planner

GENERAL PLAN ADVISORY COMMITTEE

Bill Rock, environmental representative
Evan Murphy, building industry representative
Edith Wells, business representative
Al Rosen, Neighborhood Council No. 1 representative
Barbara Williamson, Neighborhood Council No. 2 representative
Noreen Sigler, Neighborhood Council No. 3 representative
Loretta Farchione, Neighborhood Council No. 4 representative
Pat Porteus, Neighborhood Council No. 5 representative
Dr. Larry Egan
Jack Hubbell
Jesse C. Neighbors III
Richard Parshall
Helen Thompson

*indicates former member

GENERAL PLAN TABLE OF CONTENTS

| | <u>Page</u> |
|--|-------------|
| I. INTRODUCTION | |
| What is a General Plan? | I-1 |
| General Plan Monitoring and Updating | I-1 |
| Organization of the Document | I-2 |
| Relationship to Other Plans | I-3 |
| II. TRENDS/GOALS/CONCEPTS | |
| Trends | II-1 |
| Community Wide | II-1 |
| Social/Population | II-1 |
| Development Patterns | II-3 |
| Environmental Quality | II-3 |
| Economic Environment | II-4 |
| Cost of Housing | II-5 |
| Fiscal Environment | II-6 |
| Growth Limitations | II-6 |
| Goals | II-7 |
| Concepts of the General Plan | II-8 |
| Overall Concepts | II-8 |
| Residential Development | II-8 |
| Commercial Development | II-9 |
| Industrial Development | II-9 |
| Public Facilities and Community Services | II-10 |
| Circulation and Transportation | II-10 |
| Natural Environment | II-10 |
| III. COMMUNITY DESIGN | |
| Policies | III-1 |
| Community Land Use Patterns | III-1 |
| Community Appearance | III-5 |
| Project Design | III-7 |
| General Plan Map | III-10 |
| Specific Plan Designation | III-11 |
| Actions | III-12 |

| | <u>Page</u> |
|---|-------------|
| IV. NATURAL ENVIRONMENT AND DEVELOPMENT | |
| Policies | IV-1 |
| Preservation of Open Space and Natural Features | IV-1 |
| Resource Conservation | IV-1 |
| Archaeological/Historical Preservation | IV-4 |
| Public Safety | IV-6 |
| Noise | IV-10 |
| General Plan Map | IV-10 |
| Actions | IV-11 |
| Conservation | IV-11 |
| General Safety | IV-13 |
| Flooding | IV-14 |
| Fire | IV-14 |
| Seismic Safety | IV-15 |
| Noise | IV-16 |
| V. RESIDENTIAL DEVELOPMENT | |
| Policies | V-1 |
| Availability of Housing Opportunities | V-1 |
| Mix of Densities and Housing Types | V-3 |
| Land Availability | V-4 |
| Production Costs | V-4 |
| Special Design Needs | V-5 |
| Equal Opportunity | V-6 |
| Quality of Residential Development | V-6 |
| Location of Low and Moderate Income Housing | V-7 |
| Design of Lower Income Housing | V-7 |
| Rehabilitation | V-8 |
| General Plan Map | V-8 |
| Residential Density Ranges | V-9 |
| Summary of Densities | V-9 |
| Target Density | V-12 |
| Hillside Densities | V-13 |
| Density Bonus | V-13 |

| | <u>Page</u> |
|--|-------------|
| Actions | V-14 |
| Potential Residential Growth Limitations | V-14 |
| Availability of Housing Opportunities | V-15 |
| Meeting Special Needs | V-16 |
| Quality of Residential Development | V-19 |
| VI. ECONOMIC DEVELOPMENT | |
| Policies | VI-1 |
| Commercial Development ¹ | VI-1 |
| History | VI-1 |
| Leakage Analysis | VI-2 |
| Explanation of Leakages | VI-3 |
| Commercial Policies | VI-6 |
| Industrial Development | VI-11 |
| History | VI-11 |
| Potentials | VI-11 |
| Industrial Policies | VI-14 |
| General Plan Map | VI-16 |
| Commercial Designation | VI-16 |
| Industrial Designation | VI-18 |
| Actions | VI-19 |
| General | VI-19 |
| Commercial | VI-20 |
| Industrial | VI-20 |
| VII. COMMUNITY SERVICES | VII-1 |
| Policies | VII-1 |
| Cost Effectiveness | VII-1 |
| Health | VII-2 |
| Education | VII-2 |
| Civic/Circulation | VII-3 |
| Recreation | VII-4 |

¹See Tables 2a & b for Commercial Potential by category.

| | <u>Page</u> |
|---|-------------|
| Community Services (Continued) | |
| Policies | |
| Fire and Police | VII-5 |
| Other Public Utilities and Facilities | VII-6 |
| Transportation | VII-6 |
| Staging of Development and Community Services | VII-10 |
| General Plan Map | VII-11 |
| Actions | VII-13 |
| Cost Effectiveness | VII-13 |
| Health | VII-14 |
| Education | VII-15 |
| Civic/Cultural | VII-15 |
| Recreation | VII-15 |
| Fire and Police | VII-16 |
| Emergency Disaster Program | VII-16 |
| Transportation | VII-16 |
| Development Staging | VII-18 |

APPENDICES

| | |
|--|-----|
| A. General Plan Consistency Guidelines | A-1 |
| B. Specific Plan Areas and Purposes | B-1 |
| C. Circulation Standards | C-1 |
| D. Housing Programs | D-1 |
| E. General Plan Documents | E-1 |
| F. General Plan Elements | F-1 |

MAPS

| | |
|----------------------------|----------------|
| 1. General Plan | In back pocket |
| 2. Specific Plan Areas | B-16 |
| 3. Roadway Medians | C-11 |
| 4. Bikeways | C-12 |
| 5. Transit System (1978) | C-13 |
| 6. Proposed Transit System | C-14 |

TABLES AND CHARTS

Page

- | | | |
|----|--|-------|
| 1. | End of Year Leakage by Retail Category | VI-4 |
| 2. | Market Potential for General Merchandise Anchor Stores | |
| | a. Conservative Scenario | VI-8 |
| | b. Optimistic Scenario | VI-9 |
| 3. | Sub-Regional Center Store Mix and Site Capacity | VI-10 |
| 4. | General Plan - Zoning Consistency Matrix | A-5 |

I. INTRODUCTION

What is a General Plan?

A general plan is a statement of development policies, including a map or maps and a text which sets forth the goals, policies, standards and plans for the physical, social and economic development of a community. While the map usually receives the most attention, it is really the policies which are most important as they will guide the decisions for the future, including any changes to the Map, to review methods and criteria, to projects, programs, zoning and other regulations.

All counties and cities are required by California law to have a general plan to guide future development and changes to existing development. The plan is required to cover certain topics (elements) for which the state has prepared guidelines. the elements presently required to be covered include Seismic Safety, General Safety, Conservation, Open space, Land Use, Housing, Circulation, Scenic Highways and Noise. If a jurisdiction collects funds or land for use as parks, a Recreation element is also required. The general plan may also cover any other topics which the community sees as necessary to guide its physical development. Appendix F contains an index to where each element is addressed in this text.

General Plan Monitoring and Updating

As a community grows, its needs and opportunities change. As time passes, outside events and circumstances which could not have been anticipated, affect the community. for these reasons, a community must constantly monitor these changes and their effects and adjust its general plan to its needs.

The City of Simi Valley since the adoption of its first General Plan in 1972, three years after its incorporation in 1969, has made specific area amendments to its plan in response to requests from its citizens and the development community. This document is the first full-scale update, undertaken in 1978-80, in response to the major changes which have occurred in the Planning Area. It is intended that the City undertake a full-scale update about every five years, to reassess each time its position, goals and policies and to set its course of actions for the following years.

Organization of the Document

The major changes, or trends, which have occurred since the 1972 Plan are outlined in Chapter II, together with the goals of the City and the general concepts which will be used in light of these trends to reach the goals.

Chapters III-IV expand on Chapter II, detailing the problems and opportunities of the City and the policies which the City will be using in response to them. Chapters III-IV all have the same organization. Each chapter is divided in thirds; the first third states the City's Policies on the chapter topic, the second third describes how these Policies are carried out on the General Plan Land Use Map, and the last third lists those Actions which the City will be undertaking to carry out the Policies within the next five years.

The Appendices cover the relationship of the General Plan map designations to zoning (Appendix A), areas of the map requiring a Specific Plan for development (Appendix B), road and pathway standards (Appendix C), Housing Programs (Appendix D), a list of background documents (Appendix E) and an index to the state mandated General Plan elements (Appendix F).

The General Plan Land Use Map located in the back pocket indicates land use designations and general roadway and pathway locations. There are several separate documents which are considered part of the General Plan but which are not under the same cover. They provide the detailed technical background for the policies contained in this document and are listed in Appendix E.

Additionally, as the Plan is monitored over the next 5-plus years, and information is updated, such information may be used to amend the General Plan and shall be listed here and referenced by each amendment. A compilation is also being made of all ordinances and documents which serve to implement the Plan, which shall also be amended as actions called for in the document are implemented by regulations.

Relationship to Other Plans

The General Plan for the City of Simi Valley is the major plan for the development of the City. It is intended that those areas which are within the County of Ventura, but within the City's Planning Area, be guided by the City's Plan as they may some day be annexed to the City. To accomplish this, the City is working with the County to have the City's updated General Plan adopted as the County's Plan for those areas.

The City is also working with jurisdictions and companies which supply services to urbanized areas within the planning area in order to assure that their plans for present and future services coordinate with the City General Plan. Policies and actions regarding these are listed in Chapter VII.

Lastly, federal, state and regional regulations and plans affecting the community are outlined further in Chapters II and VII. The countywide Air Quality Management Plan, the 208 Water Quality Management Plan, and the Transportation Plan, have resulted in some of the major policy changes between the original General Plan and this first update.

II. TRENDS/GOALS/CONCEPTS

This chapter focuses on the major land use related trends and issues in Simi Valley, the General Plan Goals, and the concepts upon which the policies and Actions contained in the following chapters are based.

TRENDS

Since the adoption of the General Plan in 1972, several new trends and issues have emerged both on the national and local level which affect land use in Simi Valley. The most important of these are discussed below:

1. Community Wide

Simi Valley has continued to grow since incorporation in 1969, and has begun to mature from an almost exclusively single family detached dwelling unit bedroom community to a community which begins to have a greater diversity of age groups, life styles, and housing types. The income character has also begun to change from a community of almost exclusively middle income families to a broad range of incomes. Community growth has brought expansion of the commercial and industrial base with an increasingly wide variety of shopping and employment opportunities.

This trend is expected to continue and to accelerate in the future. The City has recently revised its goals to strive for a balanced rather than a bedroom community by encouraging an increase in the number of local jobs and an expansion in the variety of local shopping opportunities.

2. Social/Population

Several social, population and income trends which will significantly impact the General Plan have been occurring, or will occur over the next several years. As is the case with the rest of the Los Angeles region, the average household size in Simi Valley is decreasing markedly. In 1970, the average household size was 4.25 people, by 1975 the average

size of a household had decreased to 3.83 people, and by 1990 the number of people per household is likely to drop to about 3.4. Simi Valley will nevertheless remain a community with a large household average size as compared to Ventura and Los Angeles Counties.

Given this decline in household size, as well other social and economic factors, Simi Valley's population growth since 1970 has been slower than projected by the 1972 General Plan. Population growth in Simi Valley is, nevertheless, likely to continue at about 2% per year, much below the very high growth rates experienced during the 1960's and early 1970's. If development and population trends should continue as outlined above, the following population could be expected in the Simi Valley Planning Area:

| <u>Year</u> | <u>Population</u> | <u>Dwelling Units</u> |
|-------------|-------------------|-----------------------|
| 1970 | 62,250 | 14,646 (estimate) |
| 1975 | 72,570 | 19,700 |
| 1980 | 81,000 | 23,200 |
| 1985 | 91,800 | 26,600 |
| 1990 | 103,000 | 30,300 |
| 1995 | 112,000 | 32,900 |
| 2000 | 122,500 | 35,900 |
| Ultimate | 150,000 | 46,900 |

The median age of Simi Valleys population is likely to increase given the fact that the median age for the community increased from 22 years in 1975 to 22.7 years in 1977.¹ In the same time period the percentage of Simi Valley residents under 18 decreased from 44.2% in 1975 to 42% in 1977.¹ While Simi Valley will remain a predominantly family oriented community, the age distribution will become wider as current residents grow older and family sizes decrease. As a result, there will be more households with few or no children.

¹City of Simi Valley, 1977 special Housing Study.

3. Development Patterns

When the original General Plan effort was undertaken in 1970-72, substantial land was still undeveloped on the valley floor, and there was little pressure to develop in the outlying canyon areas. At the time of this update in 1979, about 80% of the land on the valley floor had been developed or committed for development and land in the outlying canyon areas was becoming more attractive for future development. With the increased pressure for development in the outlying canyon and hillside areas came an increased feeling on the part of the community that more detailed policies were needed to guide future development in those areas in order to maintain Simi Valley's natural backdrop. This resulted in the adoption of the Hillside Performance Standards.

On the valley floor there had been a continuous pattern of suburban environment dominated by one- and two-story buildings, schools, convenience shopping and parks. Recently, with increasing land costs, the trend in residential design is towards larger single-family homes with smaller yards and toward clustered or attached homes at higher densities. Coupled with the above will be a trend toward more intense development of older areas of the community, with the recycling of that land into higher density or more intense uses.

Another trend has developed over the last several years which is the increased quality of both residential and non-residential design. Most new developments offer more architectural variety and a more appealing street and site layout than in the past.

4. Environmental Quality

The quality of Simi Valley's man-made natural environment has become of increasing concern to its residents due to continued growth and the potentially negative accompanying impacts on the existing environment. Strict policies to protect the quality of Simi Valley's environment are likely to be adopted at the local and regional levels.

The most immediate environmental concerns to Simi Valley include air quality, the maintenance of the natural features, the ridgelines, the open space quality of the hills and canyons which surround the valley floor, the preservation of mature trees, water quality and local historic and archaeological resources.

As oil becomes scarce and as energy costs continue to rise, energy conservation will become increasingly important. As the cost of imported water increases and availability decreases, water conservation will become a major issue. The City is requiring land use patterns and new building technologies which may achieve greater efficiency in the use of energy and water.

5. Economic Environment

Over the last several years, the rate of commercial and industrial development in the City has increased tremendously, and is likely to continue at a fast rate over the next ten to fifteen years. This rate of economic development will in time increase the number and diversity of locally available jobs as well as the number of services available to local residents.

Two significant events are contributing to Simi Valley's increased industrial development. the Simi Valley Freeway (Route 118) will be completed through to Interstate 405 (San Diego Freeway) and Interstate 5 (Golden State Freeway) in 1982. This improved access will make location in Simi Valley much more attractive to industrial employers. Industrial land in the west San Fernando Valley, Thousand Oaks and Newbury Park is reaching full development. This will improve Simi Valley's competitive position for future industrial development.

With the growth in size and diversity of the local population, and a rise in local discretionary incomes, a larger and more diverse commercial sector should evolve over the near future. This increase in commercial activity is evidenced by the fact that the per capita sales volume of Simi Valley's commercial sector increased almost 75% faster between 1975 and 1978 than in the preceding five years (1970-1974) even after adjusting for inflation.

A trend towards increased buying power, or discretionary income, also appears to have been established despite only small gains in real (after inflation) household income during the 1974-1977 period. Between 1974 and 1977, Simi Valley's median income rose 26.9% from \$14,100 in 1974 to an estimated \$17,887 in 1977. While roughly equal to the rate of inflation over the same period (26.0%) Simi Valley's median income rose 20% faster than that of the Ventura and Los Angeles Counties' area. The reasons for this increase in buying power lie with a trend toward increased per capita income due to the decrease in the average family size, a trend toward more two income families, and the fact that the average family's income has risen in relationship to its relatively fixed mortgage payments.

6. Cost of Housing

Increased housing costs have been as strongly felt in Simi Valley as elsewhere, even though the cost of new and existing homes has remained distinctly lower than comparable homes in the San Fernando Valley. Together with higher housing costs are higher interest rates.

The cost of renting a home has also increased markedly, although not as rapidly as the cost of home ownership. This higher housing cost has caused many people, especially most first-time home buyers and those on limited incomes, to be confronted with extremely difficult financial problems in securing housing in Simi Valley.

In recognition of these facts, the City has increased allowable densities where appropriate and shall provide density bonuses to encourage the development, construction and occupation of affordable housing.

7. Fiscal Environment

While the City of Simi Valley has never had a property tax rate for its general fund, the property tax has traditionally been a main source of funds for special districts, the Simi Valley Unified School District and Ventura County. Since the reduction of property tax resources, local governments may have to seek alternative funding in order to maintain adequate service levels. While new sources of local government revenues are likely to be developed over the next several years, public expectations are nevertheless fixed on more efficiency and economy in government. Therefore, there must be increased awareness of the balance between the recurring public costs caused by new development in Simi Valley and the revenue generated by new development.

8. Growth Limitations

Federal and state laws have set certain environmental standards which must be met or certain revenue may not continue to be made available. As several of these laws deal with regional environmental issues, and require population projections, Ventura county and its cities have developed a Countywide Planning Program (CPP)¹ aimed at managing the common elements of four regional issues, using a common population base and population projections. The four issues are air quality, water quality and waste water treatment, transportation, and growth and planning boundaries for cities.

Within the next five years the CPP's Air Quality Management Plan (AQMP) will potentially be the limiting factor for development. In general, to meet air quality standards, four factors are examined:

¹Formerly known as the Regional Land Use Program (RLUP) this regional planning effort was renamed in 1979 to reflect more accurately the comprehensive nature of planning issues being addressed, since the focus is not limited to land use planning alone.

- 1) reduction in stationary (industrial) emissions;
- 2) reduction in vehicle emissions;
- 3) control in the growth of the number of industrial uses; and
- 4) control in the growth of the number of vehicles (and thus residences).

In assessing these factors, the City has determined that if it appears that its residential growth rate is too rapid, per the CPP, the City will work with its citizens, the regional, state and federal government in creating viable controls that fit local needs. In so doing, the City will give priority to the growth of commercial and industrial uses to meet the needs of its present citizens, and the goal of a balanced community.

GOALS

In an attempt to achieve the following goals, the General Plan Policies, Map, and Actions are designed:

- to provide a balance community of all races, ethnic origins, creeds, age groups, different walks of life, diverse income levels, and wide ranging interests.
- to provide for its residents a good living environment including attractive, fully accessible, fully serviceable places to live, work and play.
- to accommodate a variety of land uses, and to achieve a balance of these land uses so that its residents may have the opportunity to work and shop and in the community in which they live.
- to create and retain to the fullest extent feasible environmental and aesthetic assets consistent with economic realities and energy conservation.
- to create a community in which residents will take an active part in controlling their environment and, in so doing, will establish and maintain a continuing dialogue with the City's leadership.

CONCEPTS OF THE GENERAL PLAN

The Concepts of the General Plan comprise a concise statement of the general principles or means by which the Goals of the General Plan may be achieved. The Policies, General Plan Map and Actions contained in the following chapters are a further detailing of these concepts.

1. Overall Concepts

- The most dense and intense development should be concentrated on the valley floor with the density and intensity of land usage generally decreasing away from the valley floor in outlying canyon and hillside areas.

2. Residential Development

- Residential densities will be increased on currently vacant valley floor land where appropriate in order to provide a wide range of housing types and an adequate stock of affordable housing, to reduce potential vehicle emissions.
- Lower densities should be encouraged in the periphery of the valley floor, with some established horse keeping areas such as Kadota Figs and Tapo Ranch being reserved for large lot development and some outlying canyon areas reserved for larger lots custom housing. Overall densities should be at their lowest in the outlying canyon and slope areas, with densities generally decreasing as slope increases.
- Land which provides significant natural constraints to development, which will provide an unwarranted extension of public services or which is over 20% slope should remain undeveloped.
- The site planning and design of development should be designed to respect the predominantly low profile suburban environment of Simi Valley, and to enhance and respect the surrounding natural features.

- Residential growth shall be monitored and maintained within the "present growth trends" of the Countywide Planning Program.

3. Commercial Development

- Adequate land should be provided to accommodate the full range of commercial uses which can be supported at the full development of the Simi Valley Planning Area. All commercial facilities should be conveniently located to the area they serve, with community-serving commercial areas being centrally located.
- The design of commercial development in Simi Valley should be of a high quality and complement the area in which it is located. Commercial development should also be compact in nature with the emphasis on shopping centers rather than strip commercial development.

4. Industrial Development

- Adequate industrial land should be designated, a major industrial area created and measures taken to provide a maximum number of jobs for local residents. Industrial development policies should be employed which will ensure that the type of industry which is developed in Simi Valley will be light industry which uses industrial land to its full job potential.
- Only land which is already developed for industrial purposes and land which has the maximum potential for immediate industrial development should be designated as such. Land which is physically suited for industrial development but not near present service lines should be held in reserve over the near term until the other industrial areas substantially reach full development.
- Industrial development should not be located or designed in such a manner as to conflict with or be a nuisance to existing or future residential areas.

5. Public Facilities and Community Services

- New development should not exceed the capacity of the private and public utility and service infrastructure to provide services at minimum levels of safety, adequacy and efficiency.
- Public services and facilities should be extended only as required to meet the needs of current development and only in such a manner as to encourage compact urban development.

6. Circulation and Transportation

- The circulation plan should recognize travel needs by providing for a wide variety of transportation modes.

7. Natural Environment

- The visual backdrop of the community should be preserved by encouraging development which respects and enhances the natural terrain.
- Any development should be designed to avoid undue degradation of the natural environment, and should be designed in such a fashion as to prevent natural or man-made hazards.

III. COMMUNITY DESIGN

The Policies and Actions recommended in this chapter deal with 1) land use patterns, 2) appearance of development, and 3) project design. Many of the Policies are derived from, and are based on, the natural features of the Planning Area and the principle of economy of development; others reflect the character of the community desired by Simi Valley citizens.

POLICIES

Community Land Use Patterns

1. The overall patterns of land use should promote cost efficient development, reduce transportation distances and air pollution, minimize conflicts between uses, and protect the natural scenic character of the hillsides, major watercourses and tree forms. To realize these goals:

Residential

- The majority of ultimate development should be on the valley floor, with densities decreased in outlying areas. Density in general should decrease as distance from the valley floor increases. Densities on the valley floor should be higher in central corridors.
- The density of residential projects within the freeway corridor, between Alamo and Cochran Streets shall be treated on a case-by-case basis.
- Densities should generally decrease as distance from arterials increases.
- Densities should be directed toward an overall 85%/15% single family/multiple family mix based on housing units.
- The higher densities should be located near commercial facilities which meet daily shopping needs.

- Types and patterns of development in hillside areas should be chosen to minimize grading and the extension of roadways and utilities. The patterns which generally best realize these goals are clustered development and very large lot development. Mid-sized, non-clustered residential patterns typical in flat land tracts should be limited, and attached housing and agricultural estates are to be encouraged.
- Outlying areas should give the appearance of spaciousness, especially from the public byways. This may be accomplished in several ways:
 - a) by attaching and closely clustering varied units into small "villages" leaving large open space areas between these villages. These open green belts should provide the public with a wide and deep vista of the open space;
 - b) by keeping large distances (100+ feet) between the structures so there is a constant appearance of rural open space; and
 - c) by providing wide open vistas, often and at strategic locations, so that the open space is not hidden behind a wall of houses.

A variety of these ways should be used in large developments.

- Densities should decrease as the slope increases.
- The minimum parcel size for areas over 20% slope should be 40 acres. To preserve an environment for livestock and crops, these parcels should be buffered from higher density areas.

Agriculture

- Agricultural uses are encouraged on areas of over 20% slope and in buffer areas between Simi Valley and the adjacent communities

Open Space

- Land having a slope of over 20% should be kept in permanent open space. Major ridge lines and areas buffering the developed community from neighboring communities shall be kept in permanent open space uses. These uses shall be consistent with the preservation and development of an environment suitable to wildlife and flora indigenous to the area. Consideration shall be given to create an environment for agricultural production, resource extraction and outdoor recreation.
- Minimum lot sizes in open space areas should be 40 acres.
- The Master Trail System shall be designed to link as many public open space areas as possible. Planned development and other private or semi-private open space areas shall be linked into this trail system whenever feasible in accordance with the Master Trail System.

Commercial

- Commercial areas should be sized, located and spaced according to ultimate market demand.
- Commercial development in outlying areas should serve and reflect in size, character and location only its local neighborhood. The purpose of this policy is to ensure the viability of the commercial facilities on the valley floor, to reduce vehicle miles traveled and to maintain the rural character of the outlying areas.
- Commercial development should be organized into centers to increase identity and sales from shared foot traffic.

Industrial

- Industrial areas should be sized and located to provide local employment for area residents while not unduly impacting the residential environment.
- Industrial areas should be located near to major transportation, such as freeways, railways, airports and arterials, to reduce industrial traffic on residential streets and provide efficient transportation of supplies and workers.

Services

- Community service facilities should be located according to safety, efficiency of service and cost.
2. The overall arrangement of land uses should be designed to facilitate neighborhood identities and citizen association and participation. Existing special character areas should be preserved and enhanced; new ones should be encouraged.
- Through traffic should be discouraged within neighborhoods.
 - Uses which physically divide neighborhoods should be prohibited.
 - Natural boundaries which help delineate neighborhoods should be protected and emphasized.
 - New development design should provide some positive sense of uniqueness to aid neighborhood identity.
 - Activity centers (non-shopping) are encouraged to provide a focus for the neighborhood and facilitate neighbor interaction.
 - Developments should be designed to facilitate neighbor surveillance for safety.

Community Appearance

1. The image of this community is that of a tree-covered, suburban valley dominated by the surrounding hillsides. This image should be respected and continued by all development. The majority of development is contained in the valley with less dense development winding into the outlying canyons.
2. Valley floor development should retain its low suburban profile, with taller structures permitted in or adjacent to major commercial and industrial areas. Existing mature trees should be retained and protected. Adequate provisions should be made in all types of development for well sized trees to ensure the green, tree-covered image of the valley floor.
3. The visual impact of the hillsides should be preserved as a natural backdrop to the developed community.
 - Residential development shall be kept from natural slope areas of 20% or greater. Commercial and industrial development should be kept from natural slope areas of 20% or greater unless subject to an approved Specific Plan.
 - Development on hilltops adjacent to the freeway shall be of a type which particularly benefits from such a location (such as dinnerhouse restaurants).
 - Grading should be kept to an absolute minimum and unavoidable grading should complement natural land forms.
 - Significant natural features should be maintained in their natural state.
 - Land used for resource extraction shall be reclaimed to a natural appearing state when the use terminates.

- Landscaping in outlying areas should be guided by patterns in nature. Existing vegetation should be retained where possible. In common and public open spaces, formal, geometric landscaping should be avoided. Landscaping should appear well maintained but informal and rural in character. Fire resistant plants and planting patterns should be utilized, especially near structures.
- 4. Vistas of the hillsides, the valley floor, City entrance areas, recreation areas and major open space areas should be protected for the general public.
 - Specific scenic overlooks in the hillsides should be designated and enhanced through improvements such as overlooks and resting places for both hikers and vehicle travelers. Views from these points should be preserved and enhanced through the judicious control of heights of structures and location of landscaping.
 - Open vistas at freeway entrances to the community, along the First Street extension to Thousand Oaks, Olsen Road, Tierra Rejada Road, Los Angeles Avenue west of Madera Avenue, and Santa Susana Pass Road should be protected by such means as adequate setbacks, height limits and view corridors. The appearance of development along these thoroughways should be attractive, complement the vista and not compete for attention.
 - Structures and developments which are in highly visible locations shall receive design review to minimize their impact on the natural vista.
- 5. Highly visible public improvements should be designed and landscaped to blend into their backdrop.
 - Major linear valley floor improvements, such as the railroad, arroyo, major roadways and the freeway should be well landscaped. Major hillside linear improvements should be located to avoid a prominent appearance from urban areas and all linear improvements should be contoured into natural-appearing slopes and shall utilize attractive, low maintenance materials.

- Structures necessary to store, channel or hold back water should be designed and constructed of materials and colors so as not to draw attention to their alteration of nature. Where the purposes of the structure permits, it should be appropriately landscaped.
 - Utilities which cannot be feasibly placed underground due to their high voltage or other safety or cost considerations should be located and designed in such a fashion as to provide the least visual and environmental impact on the community.
6. Mature trees and tree rows of significant aesthetic or historic quality should be preserved wherever possible consistent with the public health and safety.
- Public and private projects should be planned so that significant trees will not be damaged or destroyed.
 - Provisions should be made to permanently protect the City's most significant landmark trees and tree rows.
7. The City should regulate signs in a manner which both aids businesses in identifying themselves to the community and maintains a high quality of development.

Project Design

1. The design of a project should respect, work with, and enhance the natural features of the land.
- Natural scenic amenities such as mature trees, natural rock outcroppings, watercourses and views should be integrated into the project design consistent with economics.
 - Terrain disruption and grading should be minimized consistent with economics and good water management practices.
 - Architecture should be integrated with the terrain and should blend with the natural backdrop.

- Structures should be oriented and constructed so they may take advantage of the beneficial features of the climate and be protected from the negative ones in order to reduce energy consumption and increase the enjoyment of the residents. This includes passive as well as active solar design consideration.
2. Projects should be designed to provide a harmonious relationship with adjoining uses.
- The pattern of existing neighborhoods should be respected. A development should be integrated with the adjacent neighborhood if the project size or natural boundaries dictate.
 - Single-story structures should be encouraged on the periphery of new development which is adjacent to existing single-story structures. The privacy of existing residents should be respected in the design of new development whenever feasible.
 - Vehicular and pedestrian routes should be coordinated. High vehicular traffic volumes should be routed around and not through residential neighborhoods.
 - Areas of noisy activity and areas of quieter use should be separated by space or buffers, both within and between projects.
 - Lighting and signs should be designed, located and directed so as not to disturb adjacent uses.
 - Residential development and designations within the freeway corridor should minimize the impacts of the noxious elements from the freeway, provide acoustical and visual protection and enhance the appearance of the freeway corridor.
3. Developments should be designed to enhance the view and ensure the safety of the general public.
- Structures and open space areas should be arranged so that open space qualities of a development are generally apparent from outside the development.

- Public rights of way should be designed not only for the safety and enjoyment of the motorist, but also for the pedestrian, jogger, equestrian (in special areas), and bicyclist.
4. Development should attempt through design to give the appearance of a suburban density and scale, and to provide for variety in types, styles, and setbacks.
- Structures appearing over two stories in height are permitted only in or adjacent to major commercial or industrial areas.
 - Clustering of residential units using the planned development process is encouraged.
 - Earthtone colors are encouraged with bright hues used only as accent.
5. Developments should be designed according to the following criteria:
- The arrangement of buildings, access, and landscaping should provide for police protection and resident security. Doors, windows and hardware should meet minimum burglar-proof standards.
 - Visible curbside street numbers or directory maps should be provided adjacent to each location throughout the City and should be visible at night for the convenience of the safety services and the public.
 - There should be at least two vehicular access/exit points from any development location for the public and safety services, especially in high fire hazard areas.
 - In any outlying area where reduced right of way has been permitted on local roads, all construction shall be of a highly fire retardant classification (Fire Zone 4).

6. Development should be designed to conserve natural resources and work toward improved air quality as a means of reducing potential limitation to City growth and its citizens' personal freedoms.
(See No. 8, Chapter II-7.)

- Project design should encourage the use of mass transit.

7. Residential planned developments should include adequate storage areas, usable private outdoor areas, indoor and outdoor common areas, landscaped areas and park and recreation areas as appropriate for the financial and physical needs of the residents and types of units.

- The amount, type and design of amenities shall be reviewed relative to the provision of affordable units for large families, young marrieds, single parents, seniors and handicapped. However, housing specifically designed for low and moderate income households should offer some amenities so that a stigma is not attached to the residents or the area. A density bonus shall be provided to aid in realizing these aspects. (See Density Bonus, Chapter V-14.)

- Provisions should be made for adequate storage of recreational vehicles, such as in side yards and the rear of lots or common storage areas.

- Open space path and trail areas within developments shall be designed to ensure the continuity of the Master Trail System and to tie into it whenever feasible.

GENERAL PLAN MAP

The General Plan Map and the Actions of this chapter are intended to carry out the Policies of this chapter, the Map as a physical implementation tool and the Actions as programs or ordinance implementation tools.

The first set of policies of this chapter, Community Land Use Patterns, is carried out on the Map by the various land uses, their proportion and relative location to each other. For instance, the policy, "Densities should generally decrease as distance from arterials increases" has been carried out on the Map by locating all higher densities adjacent to one or more arterials and not within the center of arterial blocks with lower densities adjacent to the arterials.

The second set of policies of this chapter, Community Appearance, is only somewhat reflected on the Map; the majority of these policies will be realized via the Action Programs, Zoning Ordinance and the Municipal Code. For instance, the Policy, "Residential development shall be kept from natural slopes of 20% or greater" has been carried out by mapping those areas of over 20% slope as Open Space but as the General Plan is of a scale where slope mapping must be generalized, the details for assessing the exact location of these 20% slope areas is spelled out by the Hillside Performance Standards Ordinance.

The third set of Policies of this chapter, Project Design, are of a detail level that rarely is reflected on the Map and is mainly implemented via the Action Programs, Zoning Ordinance and the Municipal Code.

Specific Plan Designation

Several areas have been identified for special treatment by means of Specific Plans. The purpose of a Specific Plan is to provide greater detail to an area or aspect than is shown in the General Plan. The reason for providing Specific Plan level of detail varies according to the problem or problems being addressed. Either a developer or the City may prepare a Specific Plan, but in all cases, it shall become effective only after being adopted by the City following public hearings. The areas to be addressed by Specific Plans are outlined in Appendix B together with the major issues each plan is to address.

ACTIONS

The Actions outlined here are either 1) present ordinances in use, 2) directions for the creation of new ordinances or guidelines, or 3) directions for programs, relationships, or understandings to be pursued. They do not include those mandated by federal or state law.

- A. The RPD (Residential Planned Development) process shall continue to be applied to any residential development of five or more housing units or lots, and in hillside areas. The planned development process shall also continue to be applied to all commercial and industrial developments.
- B. The development process shall include an analysis of how a development will create a neighborhood identity or respect and enhance an existing one. Specific Plans are encouraged.
- C. The City shall continue to utilize its Skyline Tree Preservation Policy to preserve existing mature trees at the time of development.
- D. The City shall develop a Heritage Tree Ordinance to protect Heritage Trees, i.e., the City's most significant trees, beyond the current protection available only through development review.
- E. The City's Minimum Building Code Security Provisions Ordinance shall continue to be applied to regulate the security of structures and their sites.
- F. The City's Sign Ordinance shall be used to regulate signs.
- G. The City shall review the design standards and maintenance procedures of the City and other public agencies and utilities as to how well they implement the City's General Plan.
 - Agencies shall be required to substantiate any of their proposed requirements not specifically denoted in codes.

- Where regional, state or federal codes take precedence, the City shall request that community values be considered.
 - Special efforts shall be made to obtain grants and funds from public and private sources which further the General Plan Goals and reduce local costs.
- H. The City shall attempt to keep abreast of technological developments and amend its regulations to encourage the latest feasible and safe conservation measures. It shall encourage the County to permit the same measures within the Sphere of Interest.
- I. The City's Hillside Performance Standards are to be used to implement policies of the General Plan for those lands residentially designated with a slope of greater than 10 percent. The City shall request that the County recognize the Hillside Performance Standards as County General Plan policy to be applied in County areas within the City's Sphere of Interest.
- J. The City may take steps to indicate to lending institutions its positions on developmental policies within the City.
- K. The development review in outlying areas should take into consideration coordination of private trails with the Master Trail System, the preservation and enhancement of major vista points, and the preservation of agricultural uses.
- L. The review of an outlying area development shall include an evaluation of the location, size, type and design of any commercial uses with regard to serving the needs of the immediate development without drawing outside traffic or jeopardizing the viability of valley floor business.

- M. The City shall develop new standard road designs for hillside areas which reduce cuts, preserve and enhance view areas, and prevent congestion. New standard designs shall also be developed to save mature trees and provide for separate areas for vehicles, pedestrians, bicyclists and equestrians. Such standard designs shall not be used, however, to restrict the use of other designs which meet the purposes of the General Plan and Hillside Performance Standards.

IV. NATURAL ENVIRONMENT & DEVELOPMENT

The Policies and Actions herein address the suitability of land for development and the means by which development shall be regulated so as to be safe and to mitigate or prevent adverse environmental impacts. These Policies are based on the community's desire to preserve its natural, scenic and historic features, conserve resources, and protect the public from natural and man-made hazards.

POLICIES

Preservation of Open Space and Natural Features

1. The natural features and open space qualities of the hills and canyons shall be preserved.
 - In general, lands having a slope in excess of 20% natural grade shall be kept in permanent open space uses.
 - Watersheds and watercourses shall be maintained in their natural state to the fullest extent possible.
 - Public utility and public works projects shall be designed to have as minimum an effect as possible upon the natural and scenic qualities of open space areas.
 - Uses permitted in open space areas which require grading or other alteration of the land shall be planned to minimize the amount of grading and ensure that downstream properties and watercourses are not adversely affected by siltation or chemical runoff.
2. Areas used by extractive industries and for sanitary landfills shall be reclaimed by the industry to a natural appearing state.

Resource Conservation

1. The City shall regulate the location and types of land uses, their timing, and their development design consistent with the conservation of limited natural resources.

2. The City shall take steps toward attainment and maintenance of air quality standards consistent with the health and welfare of the residents of the planning area.

- Land use patterns should be planned to minimize vehicle miles traveled. Such patterns should be balanced with the preservation of other important qualities of life. To this end:
 - a) The growth of the various types of land uses shall be monitored and, if necessary, controlled to achieve a balance which minimizes vehicle miles traveled by providing adequate shopping and working opportunities in the City for its residents. If federal, state and regional requirements to meet clean air standards ultimately require the City to make growth choices, the growth of commercial and clean industrial uses shall be favored over the growth of residential uses.
 - b) The majority of the populace in the Planning Area will reside on the valley floor with higher densities clustered near major shopping areas and transportation routes.
 - c) Industry should be recruited based upon (1) the number of jobs per acre provided, (2) its environmental impact, and (3) its ability to utilize the skills of the City's residents. An adequate amount of industrial land in parcel sizes to meet the requirements of large employers shall be provided.
 - d) The City shall encourage a full range of commercial services and facilities to locate in the valley in order to reduce the need for shopping trips outside the area.
- Use of public and private mass transit shall be encouraged to the maximum extent feasible.
- The City shall support where reasonable and lawful the goals, policies and rules contained in the Ventura County Air Quality Management Plan.

3. Energy shall be conserved to the maximum extent possible. Conservation measures should include reduction of both immediate and long-term consumption and encouragement of the use of non-depletable energy sources.
 - Land use patterns and transportation programs should work to reduce gasoline and oil consumption.
 - Where feasible, alternative means of providing energy, especially solar energy, should be expressly encouraged.
 - New development shall incorporate energy-saving design features.
 - Retrofitting with insulation and other energy-saving features shall be encouraged for existing buildings.
4. The City shall protect from urban expansion and land use conflicts those areas designated by the State Geologist and the State Mining and Geology Board as having statewide or regional significance per Section 2762 of the Surface Mining and Reclamation Act of 1975.
5. The conservation of water and the provision of water quality and quantity sufficient for safe and efficient use shall be promoted.
 - An adequate supply of potable water for the General Plan populace shall be assured.
 - Recycling of water by both the public and the private sectors consistent with the health and welfare of its citizens shall be encouraged.
 - New developments shall incorporate water-saving features and existing ones encouraged to retrofit where feasible.
6. Development patterns and practices shall be consistent with soil conservation.

- Land use patterns, grading practices, and landscaping practices shall be designed to prevent soil erosion while retaining natural watercourses when possible.
- Agricultural uses shall employ responsible soil conservation measures to prevent erosion and downstream siltation.
- As the state has pre-empted local control over grading for agricultural purposes, the types of agricultural uses in open space areas shall be restricted according to terrain and the need for grading in order to prevent erosion and downstream siltation.

Archaeological/Historical Preservation

1. Features of cultural and historical significance to the community should be identified by the City and preserved to the extent feasible.
 - The City should designate as landmark features structures and sites of historic, aesthetic, and special character or interest for the general public.
 - The designation of privately owned cultural and historic landmarks should not infringe upon the rights of those owners to make any and all reasonable uses of such landmarks which are not in conflict with the purposes of historic preservation.
 - The designation and preservation of landmarks should not require the expenditure of any funds not commensurate with the value of the object to be preserved.
 - If reasonable means are not available to insure preservation to the extent necessary to meet state guidelines, development design shall be encouraged to incorporate the most significant features.

2. Historic neighborhoods should be identified and their character and upkeep ensured.¹
 - The Community Center area should develop in a manner that complements and enhances the existing residential, educational, and commercial environment.
 - a) The density, unit size, and scale of new residential development shall be compatible with existing residential development having the same General Plan designation in the neighborhood.
 - b) Commercial activities which primarily serve an area larger than the neighborhood itself shall be oriented toward Los Angeles Avenue.
 - The Old Town Simi neighborhood is an established area of major significance to the City of Simi Valley. The image and character of the neighborhood remain unique today and should be maintained and, where possible, enhanced.
 - a) The density of new residential development shall be compatible with that of existing medium density residential development. New residential development should be limited to single-family homes.
 - b) New development and improvements shall be designed to respect and enhance the historic and present day characteristics of the Old Town Simi neighborhood. Design elements that shall be compatible include building and lot size, lot coverage, scale, architectural features and landscaping.

¹Special studies of the Community Center and Old Town Simi areas were conducted as part of the General Plan Update. Papers outlining the recommended policies and implementation measures to be used in guiding development in these areas are available from the City.

- c) Commercial activities which primarily serve an area larger than the neighborhood itself shall face onto Los Angeles Avenue.
- 3. Significant archaeological sites shall be identified and preserved intact whenever possible.
- 4. The formation of historical parks, which draw together in one concentrated protected area as many of the area's historical features and archaeological artifacts as practicable, shall be encouraged.
- 5. The incorporation of historical sites and structures into multiple use recreation parks shall be encouraged.

Public Safety¹

- 1. To the extent feasible, development shall be directed to areas having low or nil natural constraints to avoid unnecessary risk to public health and safety.
 - No development shall be permitted within dam failure inundation areas except for agricultural, recreational and roadway purposes consistent with public safety. The inundation area for Bard Reservoir shall be considered to extend from the dam to Irvine Road (1979 location) or to the lower end of Sycamore-Oak Canyon Retention Basin downstream if and when constructed.

¹The full text of policies, implementation measures and technical background material on this topic is contained in the Public Safety and Seismic Safety Elements. The policies contained herein have been excerpted from these documents and are updated where new information has been known on specific fault activity, flood hazard and dam failure.

- No new critical facilities shall be located within the area of the 100-year flood event unless the facility can be adequately protected from inundation. Access to critical facilities shall be adequately protected from flooding.
 - No new critical facilities shall be built atop or astride the Simi-Santa Rosa and Santa Susana faults. Expansion of existing facilities may be permitted only after a thorough geological-seismic investigation has been performed and the results provided to decision-making bodies.
2. Development shall not be allowed in areas with a high level of natural hazard without adequate mitigation.
- There shall be no development within 100-year flood¹ plains, in areas subject to liquefaction, or on unstable slopes, or slopes subject to erosion, unless adequate mitigation measures can be determined and implemented.
 - Development shall be restricted in fire hazard areas unless there are adequate mitigation measures.
 - Development in fire hazard areas shall have special fire retardant construction standards and fire-fighting devices and access determined to be adequate.
 - All new structures shall be built to withstand the ground motion expected to accompany an 8.5 Richter magnitude event on the San Andreas fault.

¹A 100-year flood or storm is that flood or storm which has a 1% chance of occurring during any rainy season; a 10-year flood or storm has a 10% chance.

3. New development shall not subject other property to increased hazards or risk beyond acceptable levels.
 - Development must be designed to that it will not adversely impact storm flows at peak discharge above that of downstream capacity.
 - Drainage facilities for developments shall be designed to that clear vehicle and pedestrian use of roads is not unreasonably restricted and road improvements and adjacent properties are not damaged during a flood event.
 - a) Streets should be designed to adequately carry the 10-year storm without exceeding the level of the top of curbs.
 - b) A portion of the roadway on primary and secondary roads shall be kept free of water during the 10-year storm to prevent undue interference with traffic. Primary and secondary roads shall be designed to remain passable to traffic during the 10-year storm.
 - c) Ground floors of structures both on-site and downstream shall be designed to prevent inundation during the 100-year flood event.
 - Urban development of any sort should not result in a reduction of police and fire services below acceptable levels to other residents of the community.
 - New urban development shall utilize community sewer facilities and shall only be permitted within the capacity of those community sewers and sewage treatment facilities.
 - In rural development where individual sewage disposal systems are permitted, the geology of the lots shall be satisfactory and the size of proposed lots which may be approved for development shall be large enough that the health and welfare conditions of the surrounding area are not adversely affected.

- All new water storage facilities in Simi Valley shall be designed to withstand the seismic loading expected at the sites during the maximum credible earthquake on the San Andreas fault.
4. Hillside grading, when it contributes to erosion, should be prohibited or, where unavoidable, subjected to stringent controls.
- Grading or reshaping of the natural terrain should be kept to an absolute minimum and shall be performed only in accordance with recommendations and findings of detailed soils and geologic studies.
 - Cuts and fills shall be contoured for integration with natural slopes.
 - Any vegetation lost during grading should be replaced to the extent necessary to prevent erosion.
 - Grading of large pads and excessive terracing shall be avoided.
5. To ensure against loss of life and injury, the public should be made aware of measures to be taken during and after an earthquake, flood or other disaster, and a Disaster Plan for such events should be formulated by the City in conjunction with other agencies.
6. Groundwater tables in the valley should be maintained at a sufficiently low level to preclude structural damage or hazards to the health, safety and welfare of the community.

Noise¹

1. A reasonably quiet housing and working environment should be provided for every citizen. The emphasis in the reduction and control of noise problems should be directed toward the control and abatement of new and unnecessary noises. Examples are:

- control of noise source
- provision of buffer areas between noise sources and recipients
- the control of land uses through appropriate planning.

GENERAL PLAN MAP

The General Plan Map and the Actions of this chapter are intended to carry out the policies of this chapter, the Map as a physical implementation tool and the Actions as programs or ordinance implementation tools.

An Open Space designation has been applied to areas of over 20% slope, buffer areas to adjacent communities, and outlying areas. This designation together with the Hillside Performance Standards are designed to protect the natural open space quality of the hillsides, protect areas for agricultural use, and direct development to areas of fewer natural hazards.

The pattern of densities, from higher in the core area to lower in the outlying areas, with commercial facilities centrally located on major arterials, support the air quality policies.

Dam failure inundation areas are shown on the General Plan Map. These areas have been designated for residential density commensurate with topography. Density may be transferred elsewhere on the property to accomplish General Plan recommendations.

¹The policies stated here have been excerpted from the "Noise Element of the General Plan," a separate technical document which covers standards, criteria and regulations on noise for Simi Valley.

ACTIONS

Conservation

- A. The Hillside Performance Standards shall be used to encourage the clustering of units downslope and the preservation of the hillside areas by open space uses. The City shall encourage the County to adopt these standards for application within the City's Planning Area.
- B. The Rancho Simi Recreation and Park District together with the City shall adopt a plan and program for the preservation and management of public open space within the City's Sphere of Interest and the Rancho Simi Recreation and Park District's boundaries.
- C. Agricultural proposals shall be examined to ensure that they are adequately protected from disruption and destruction by outside elements.
- D. Wilderness parks shall have a conservation plan for their management to assure their viability and safety. The Rancho Simi Recreation and Park District shall develop the conservation plan and shall coordinate with the City's Department of Community Development to ensure compatibility of land uses.
- E. Reclamation plans shall be required of all resource extraction industries as required by state and federal law.
- F. The City shall work with the Ventura County Flood Control District to discover means by which outlying area watercourses may be retained in a natural appearing state.
- G. Utilities shall be required to be underground whenever feasible. Studies shall be conducted and criteria adopted for the location and appearance of utilities which must remain above ground.

- H. The City shall make a good faith effort for the attainment and maintenance of Clean Air Standards in keeping with the Ventura County Air Quality Management Plan. The City shall work with the county, the state and the federal government toward a fair and equitable Air Quality Management Plan.
- I. The City shall recruit industries which are consistent with the goals of the Air Quality Management Plan.
- J. The City shall monitor the shopping needs of the community and recruit businesses to supply needs not presently provided for in order to reduce motor vehicle use.
- K. The City in cooperation with the State Employment Development Department shall research the job skills in the community and shall give special attention to attracting industry which utilizes such skills.
- L. Bus service shall be continued and the potential for other means of mass transit, such as rail, shall be encouraged through the pursuit of grant monies and other means.
- M. The City shall require presently feasible energy-saving devices, such as insulated pipes and water heaters, pilotless gas appliances, dual range thermostats, etc., on all new development. Developers shall be encouraged to orient buildings, design their exteriors and interiors, and landscape so that temperature control may be accomplished by natural means.
- N. The City and Sanitation District shall keep abreast of the latest developments and studies in alternative means of energy production, water reuse, and other resource conservation methods applicable to private urban and rural developments.

- O. The City shall require presently feasible water-saving features in all new developments.
- P. The City and the Sanitation District shall research and develop the use of reclaimed water for landscape maintenance and other innovations consistent with the goals of wastewater management.
- Q. The City and the Sanitation District shall develop guidelines and regulations pertaining to the design and construction of individual sewage disposal systems.
- R. The Cultural Advisory Board shall be encouraged by the City to list, map and prioritize all noteworthy historical and cultural sites within the Planning Area. Such a list is not intended to jeopardize property rights of the owners of said features, structures or sites.
- S. The City and the Rancho Simi Recreation and Park District may cooperate to pursue the preservation of historical and cultural sites and structures if such sites are unable to be preserved in another manner.
- T. Areas proposed for development will be investigated for artifacts on the ground surface by the City. Should subsurface materials suspected of having an archaeological nature be discovered, the developer shall be required to cease all excavation and grading in the immediate area. The find shall be left untouched until a qualified professional archaeologist is contacted and called in to evaluate and make recommendations to the City as to disposition, mitigation and salvage.

General Safety

- A. Applicants for development shall be required to submit when warranted detailed soils, geologic, hydrologic and other environmental analysis and demonstrate that the design and engineering of the project is adequate to ensure public safety.

Flooding

- A. The zoning regulations ordinance shall be updated as required relative to known flood hazards and recent improvements. Flood zone policies will be implemented by use of a flood hazard overlay zone based upon final U.S. Department of Housing and Urban Development National Flood Program Flood Boundary and Floodway Maps.
- B. The City shall work closely with the Ventura County Flood Control District and with applicants in the development review process to identify early in the design review process any areas of potential flooding and to devise mitigation measures consistent with other General Plan policies.
- C. The City shall encourage flood control programs relative to channel improvements along Arroyo Simi, Sycamore Canyon, Tapo Canyon, and other waterways where the City or other responsible agencies indicate and can substantiate that flood hazards exist.
- D. The City shall improve, subject to financial ability, local bridges such that they will not be jeopardized by a 100-year flood.
- E. The City shall encourage a program of inspection of Soil Conservation Service-built dams prior to the start of each rainy season and during and after such major storm event.

Fire

- A. The City and the Fire District shall review and evaluate proposed land uses as a part of the design review process in high fire hazard areas as to their vulnerability to fire and as to their potential as ignition sources.

- B. The City shall prohibit wood roofing material in areas of high fire hazard, i.e., Fire Zone IV, except where it is relatively certain, because later phases of the same or other approved projects will eliminate the Fire Zone IV status, that the Fire Zone IV rating is temporary in nature. The Fire District shall ensure there is a minimum 100 feet of separation between habitable structures and natural brush as a wildfire precaution.
- C. The City shall encourage the Fire District to continue to support programs to reduce fire hazards from certain vegetation in areas of moderate to high fire risk such as weed and brush removal and control and use of fire resistant plantings.
- D. The City shall encourage the efforts of the Fire District to create, clean and maintain appropriate firebreaks in fire hazard areas.
- E. The City and Fire District shall continue investigation of water reuse programs in the hillside areas to aid in fire prevention and suppression.
- F. The City shall encourage school fire education programs as sponsored by the Ventura County Fire District. Parental cooperation and assistance in overall fire education programs shall be encouraged.

Seismic Safety

- A. The City shall adopt the most recent edition of the Uniform Building Code with additional amendments as necessary. It is the responsibility of developers of property to see that all new structures are designed to withstand the forces expected during an 8.5 Richter magnitude event on the San Andreas fault.
- B. The City should encourage a program of periodic inspection of Soil Conservation Service-built dams.

- C. The City should continue the pumping program to lower the ground water in the major potential liquefaction areas.
- D. Dry sewer lines shall be required to be installed at the time of development for all lots which are to be on individual sewage disposal systems and are in an area for which sewer line extensions are expected in the future.
- E. Community programs that train volunteers to assist police, fire and civic defense personnel how to perform effectively after an earthquake, shall be encouraged.
- F. Geologic investigation shall be required of all development proposals in the vicinity of the Simi-Santa Rosa and Santa Susana faults.
- G. The Seismic Safety Element should be reviewed annually and should be comprehensively revised every five years or whenever substantially new scientific evidence becomes available.

Noise

- A. The City shall review and modify the City noise regulations as necessary.
- B. The criteria and procedures for abatement of freeway noise in residential development outlined in the adopted Freeway Noise Abatement Resolution shall be applied to new residential construction situated within the freeway corridor.
- C. The City shall take action in conjunction with the CalTrans Authority to insure that noise abatement walls and construction will occur in the freeway right-of-way corridor.

- D. The City shall request that CalTrans construct freeway noise abatement walls adjacent to residential areas which were existing prior to the construction of the freeway.
- E. The City shall develop airport noise policies relating to undeveloped and developed land located adjacent to any proposed airport.
- F. The City shall work with those public agencies which have jurisdiction within the planning area of the City of Simi Valley to insure that the programs of those agencies are consistent with the policies of the City as they relate to noise control.
- G. The City shall continue the accumulation of community noise data through the development review process.
- H. The Noise Element should be reviewed annually and should be comprehensively revised every five years or whenever substantially new scientific evidence becomes available.

V. RESIDENTIAL DEVELOPMENT

This chapter addresses the potential limitations on the rate of residential growth, the availability of affordable housing and choice in housing for all segments of the community, and the quality of the residential environment.

A 1975 survey determined that the quality of the residential environment (including cost and the natural environment) was the reason 89% of the current residents moved to Simi Valley.¹ The ability of the community to continue to provide a variety of housing and a quality residential environment is of utmost importance.

POLICIES²

Availability of Housing Opportunities

It is a goal of this General Plan to provide a balanced community which serves a wide variety of residents at all income levels. Recent trends towards rapidly increasing housing costs have caused many people, especially first-time buyers and those on limited incomes, to be confronted with difficult financial problems in securing housing in Simi Valley. Another group experiencing difficulty in locating housing in Simi Valley to fit their needs and tastes are those in the highest income bracket.

If these trends continue, several impacts are likely to be felt on a community-wide basis:

- a) Several segments of the Simi Valley population will have difficulty finding housing they can afford:

¹City of Simi Valley, Comprehensive Social Services Plan, Citizen Survey, 1975.

²The factual data upon which the housing opportunity and housing quality policies and implementation measures of this chapter are based are contained in "The Housing Needs and Trends Study" (1978) prepared by the firm of Haworth/Anderson/Lafer. This report shall be considered as part of the General Plan in partial fulfillment of State and Federal Housing Element requirements.

- Young adults wishing to move out on their own.
 - Young couples wanting their first residence.
 - Singles.
 - Divorced persons whose income is split but whose housing needs have doubled.
 - Elderly on fixed incomes.
 - Families without substantial down payment ability.
- b) The majority of newcomers to the valley will buy the older housing vacated by residents moving up.
- c) More housing will be developed to attract higher income families, but the great majority of this housing will be tract housing, not custom housing.

The effect on the community will be:

- a) Employers who could provide nearby employment for residents will have difficulty in locating housing for their executives and for their lower paid employees, the two ends of the housing spectrum.
- b) Young adults of Simi Valley may be unable to find jobs and housing near their families in Simi Valley.
- c) Elderly on fixed incomes with rising living costs may be unable to find affordable residences for themselves.
- d) Residents will be spending a large percentage of their income on housing, reducing the amount available to be spent on consumer goods and other needs.

The following five policy areas, the General Plan Map, and the Actions called for in this chapter are intended to address the need for a wide variety of housing opportunities.

1. Mix of Densities and Housing Types

In late 1978, only 7.1% of Simi Valley's housing stock was multiple family, while 89.3% of the housing stock was single family, and 3.6% was mobile home. Additionally, the largest amount of the Planning Area's developable land is allocated to densities which will result in mostly single family housing. However, in order to meet the goal of providing a balanced community, a wide choice of housing should be available in a wider range of styles, types, densities and indoor and outdoor amenities.

The following items are listed in order of priority of importance to the City:

- In order to provide a wide choice of neighborhoods in which to live, each area of the City should have its own distinct character with a diversity of housing units for all family types and incomes.
- Density bonuses will be allowed to:
 - a) encourage affordable housing;
 - b) to provide specialized designs in affordable housing which meet the needs of senior citizens and the handicapped;
 - c) to encourage amenities of a community-wide value; and
 - d) to achieve outstanding excellence of design.
- To help encourage a wide variety of housing construction styles as well as potential savings in construction costs, residential development should include non-traditional construction techniques such as factory built homes, modular homes and experimental types of accommodations. As an example, mobile home subdivisions will be allowed in outlying areas to encourage the provision of affordable housing.

- In order to preserve the natural forms of the topography, development in outlying hilly areas should be at a lower overall density than the valley floor. However, a variety of housing types is to be encouraged in outlying areas by means of clustering on less steep slope areas and density transfers.
- Adequate land should be made available for a variety of life styles from farming to rural to suburban, for ownership, lease or rental.
- Certain areas should be designated to encourage the provision of custom housing.

2. Land Availability

To achieve a well-balanced community, an adequate amount of land must be designated in a variety of categories to meet the full spectrum of income and life style needs. The cost and type of existing housing predominantly fulfills the needs of middle income families with children. The housing yet to be built must provide for the higher and lower income groups, for the elderly, for singles, and for families without children.

3. Production Costs

The cost of producing housing is increasing at a rapid rate. While public policy such as a General Plan cannot address many housing cost factors such as labor, materials and interest rates, certain measures can be adopted which will help reduce the ultimate cost to the consumer.

- Within its legal and jurisdictional capacity, the City of Simi Valley should support and develop programs which reduce housing costs without sacrificing the essential quality of development.

4. Special Design Needs

Approximately one-third of Simi Valley's families make less than 80% of the median income, and 14% of the City's families are in need of some kind of housing assistance.¹ The main reason for this housing assistance need is a lack of lower-priced housing, e.g., special design needs of the elderly, handicapped, large families, and single parent households. The City should attempt to provide special housing for all these groups in an equitable and balanced manner. The City, in cooperation with private developers, citizens, and business groups shall actively work towards implementing the numerical goals expressed in the Housing Assistance Plan by providing a certain number of lower income housing units each year.

-- Senior Citizens

- The City of Simi Valley's housing programs should address the special financial and design needs of senior citizens.
- The City should facilitate the provision of sites for the construction of specialized housing for senior citizens.
- Housing development for seniors should be located on public transit routes and within a very short walking distance of daily shopping facilities.
- Housing development designed especially for senior citizens should include adequate activity centers and appropriate architectural and safety features designed specifically to assist the elderly.

¹City of Simi Valley 1975 Special Census; City of Simi Valley, Housing Assistance Plan, May, 1978.

-- Large Families

- Lower income family housing units (three or more bedrooms) which are either subsidized with public funds or receive a density bonus to encourage their construction shall contain adequate provisions for large as well as small families.

-- Single Parent Families

- The special financial and design housing needs of single parents should be met by ensuring that in any lower income project designed for families with children, adequate physical facilities for day care and recreation are incorporated.

-- Handicapped

- The special needs of the handicapped person and families with handicapped persons should be considered in the design of housing, sidewalks, parking and public areas.

5. Equal Opportunity

Discrimination in housing is unlawful if it is based upon race, color, creed, point of national origin, age, handicap, sex or marital status; nevertheless it remains a problem. Cities are therefore being called upon to implement programs which provide equal housing opportunities.

- The City, in cooperation with the private real estate industry and local fair housing groups, shall work to ensure that if there is housing discrimination in Simi Valley it will be eliminated.

Quality of Residential Development

The quality of housing, both new and existing is extremely important from health, safety and aesthetic aspects. The City, its residents and its business community should make every effort to ensure that new residential areas are kept in a well maintained manner, and rehabilitated where necessary to avoid blight.

The following three policy areas, the General Plan Map and the corresponding actions called for in this chapter are intended to address the need for a high quality residential environment.

1. The Location of Low and Moderate Income Housing

Housing for lower income families, especially new constructed units in projects of more than a few acres in size, should not be located in such a manner as to stigmatize its residents, isolate them from the community and its services, or over concentrate lower income families in just a few areas.

- New housing constructed for lower income persons should not be located in areas with more than a City-wide average of such units or persons.
- Large development should contain a mix of housing available to lower as well as middle and upper income groups.
- Newly constructed lower income housing should be located conveniently to adequate public services, transit and shopping facilities.

2. Design of Lower Income Housing

Much of the stigma associated with lower income housing in the United States has been due to the sterile appearance of former public housing projects. As the residents resented such design, vandalism, littering, theft, and other problems resulted. While such housing is no longer being constructed, the bad image created for all low and moderate income housing has not disappeared. Care should therefore be taken to encourage adequate, attractive and functional design for low and moderate income housing.

- As with all other types of housing, low and moderate income housing should be designed so that it blends with and enhances the surrounding community.

- Low and moderate income housing should be designed so that its exterior is compatible with standard market rate housing.
- Care should be taken in the design, architecture and management of lower income housing so that crime and maintenance problems are avoided.
- Housing specifically designed for low and moderate income families should offer some amenities.

3. Rehabilitation

Since only about 7.7% of Simi Valley's residential structures were constructed before 1960, there is little need at present for a widespread rehabilitation program. There are, however, several small areas of the community such as Old Town Simi and some of the City's first tracts currently in need of some rehabilitation. These areas presently provide a large portion of Simi Valley's lower cost housing stock.

- The City shall encourage the continued maintenance, and rehabilitation where necessary, of Simi Valley's older neighborhoods in order to prevent widespread neighborhood decline.
- In order to help provide affordable housing opportunities for low and moderate income families, emphasis should be placed on the maintenance and necessary rehabilitation of Simi Valley's existing housing stock.

GENERAL PLAN MAP

The General Plan Map and the Actions of this chapter are intended to carry out the policies of this chapter, the Map as a physical implementation tool and the Actions as programs or ordinance implementation tools.

Residential Density Ranges

The residential densities which follow describe the number of units allowed per gross acre, the general purpose of each land use designation, and its intent.

Summary of Densities

-- Open Space (1 Unit per 40 Acres; No Target Density)

Purpose: It is intended that land use patterns in Open Space areas will be dominated by recreational uses, agricultural uses, grazing and very large lot estate or farm homes. To encourage the keeping of areas designated as Open Space in a largely undeveloped state, allowable dwelling units (i.e., 1 dwelling unit/40 acres) may be transferred to portions of the subject parcel which are not designated Open Space. It is also intended that this designation 1) provide for a very low density farmland environment and housing/life style choice; 2) provide a buffer between Simi Valley and adjacent communities; 3) retain land with greater than 20% slope as open space; and 4) hold some land from urban development until such time as the valley floor and the closer in canyon areas are approaching full development.

-- Residential Estate (0-1 Unit Per Acre; 1 Acre Minimum Lot Size)

Purpose: To create a custom designed residential environment typified by lots of 1 acre and over and houses of an individual design. The designation is intended to be utilized so that at least .5 acre of each lot is under 20% slope. Lots shall have a minimum 3 to 1 depth to width or width to depth ratio, with 2 to 1 being preferred, unless the smaller of the dimensions is at least 125 feet. Residential Estate lots shall be grouped and be of such a number so as to form an identifiable neighborhood and image. Topography and other boundaries shall be utilized to aid in the definition of the area.

-- Very Low Density (0-2 Units Per Acre; 20,000 sq.ft. Minimum Lot Size)

Purpose: To create a semi rural residential environment typified by half acre or larger sized lots which are not clustered. It is intended that this designation be used in areas dominated by horse keeping designated lots and similar semi-rural uses.

-- Low Density (0-3.0 Units Per Acre; Target Density = 2.6 Units Per Acre)

Purpose: To encourage a predominantly single-family suburban residential and rural environment with a wide range of lot sizes but a low overall density. Clustering of units in order to achieve both affordable housing and large estate lots is intended, especially within larger developments and outlying canyon areas. The Low Density designation is intended for use in the peripheral areas of the valley floor as well as in the outlying canyon areas which are under 10% slope.

-- Medium Density (3.1-5.0 Units Per Acre; Target Density = 3.7 Units Per Acre)

Purpose: To encourage a predominantly single-family residential environment with a wide range of lot sizes, but an overall density similar to the bulk of single-family developments on the valley floor. No minimum lot sizes are intended in this classification although it is expected that the normal lot size will be in the neighborhood of 8,800 square feet at target density of 3.7 units per acre. The Medium Density designation is intended for use mainly on the central portion of the valley floor. Some attached single-family units with common open space may result at the high end of this density range.

-- Intermediate Density (5.1-10.0 Units Per Acre; Target 7.0 Units Per Acre)

Purpose: To create residential areas composed largely of attached single-family townhouse or patio home developments. Such developments are normally in a condominium form of ownership with extensive commonly owned open space and small private patios or yards. The Intermediate Density designation is intended for use mainly on the central valley portion of the valley floor. No minimum lot sizes are intended in this designation.

-- High Density (10.1-18.0 Units Per Acre; Target = 15 Units Per Acre)

Purpose: To encourage a residential environment typified by higher density townhouses, low density garden apartments and other multiple unit developments. This designation is intended for use in the more central areas near shopping, transit and on arterial streets. Since only in very rare cases will individual lots be created in areas designated as High Density, no minimum lot sizes are intended.

-- Very High Density (18.1+ Units Per Acre; Target = 25 Units Per Acre; Minimum Parcel Size - 4 Acres¹)

Purpose: To provide for a relatively high density residential environment. Very High Density areas are intended to result in garden apartments or similar structures (at the target density) usually of two stories with a small patio or balcony. It is intended that this designation will be limited in its use to only a few areas close to existing district and community

¹Four acres is the minimum parcel size at which 25 units per acre can be accommodated if structures are to be no more than two stories (assumes 1,000 sq. ft. per unit) and livable open space standards based upon Federal minimal criteria are to be met.

shopping centers, or in areas where fragmented ownership patterns may contribute to substandard development if lower densities are employed. Higher densities in such cases tend to encourage parcel combination.

-- Mobile Home Park (5.1-12.0 Units Per Acre; Target = 8 Units Per Acre)

Purpose: To provide areas set aside specifically for mobile home parks. It is intended that this designation will result in well designed mobile home parks at densities typical of most recent mobile home developments. Densities above the target of eight units per gross acre will be allowed if the degree to which the target density is exceeded is in direct proportion to the degree that the development provides low and moderate income housing. The Mobile Home Park designation shall be employed exclusively on the valley floor.

-- Mobile Home Subdivision (3.1-10 Units Per Acre; Target 6 Units Per Acre)

Purpose: To provide for a single-family residential environment wherein the resident owns his own lot and mobile home rather than rents it as in a mobile home park. It is the intent of this designation to provide affordable single-family residential areas. A minimum area of 5 acres is required to utilize this designation.

Target Density

Each residential General Plan designation except Very Low Density, Residential Estate and Open Space has a target density. This is a standard, or normal, density which is expected unless a density bonus is to be granted. If any development is at a lower given density than the bottom of the next lower range, it shall be considered inconsistent with the General Plan. All population and dwelling unit projections are based on the target density for each residential land use designation.

Hillside Densities

On parcels which have slopes of over 10% the following shall be used to calculate the allowable number of units:

- 0 - 10% Slope--See General Plan Map designation
- 10 - 15% Slope--2 Units per acre
- 15 - 20% Slope--1 Unit per 4 acres
- 20 and over--Open Space Density, 1 unit per 40 acres

All dwelling units in hillside areas should be constructed on areas of the site which have less than 20% slope, which are away from a major natural drainage course, which are less visible, and/or which are more stable. By providing such flexibility, it is intended that a wide variety of housing types and costs, as well as excellent neighborhood design will be encouraged.

Density Bonus

In order to provide an inducement for the achievement of those policies which relate to design, affordable housing, and amenities, the target density of each residential land use designation except Open Space, Residential Estate and Very Low Density may be exceeded given any or all of the following conditions:

1. If a development contains provisions for low and moderate income housing, the number of dwelling units allowed at the target density may be exceeded to the degree that the development provides such housing. However, the range of the density category may not be exceeded except in the case of affordable housing for senior citizens as outlined in 2. below. The maximum density bonus will be given only for the provision of low and moderate income housing.
2. A density bonus may be awarded for the provision of smaller than normal sized units if these are for senior citizens and include appropriate special design features. This bonus may exceed the maximum number of units allowed in the High Density and Very High Density residential ranges. The resulting intensity of land usage must be similar to that which could normally be expected in a family oriented development in high and Very High residential density ranges.

3. A density bonus may be awarded to encourage the provision of amenities which are of a community-wide value. Such a bonus shall be in direct proportion to the degree to which the whole community is benefited by the provisions of the amenity. Such amenities may include the provision of and full development of public works over and above those normally required by the Parkland Dedication Ordinance, and recreational facilities currently in short supply in the community.
4. A density bonus may also be awarded to encourage design and architectural excellence in any development proposed.
5. In no case shall the awarding of density bonuses result in the maximum number of dwelling units allowed in the applicable density range being exceeded, except as described in 2. above. These density bonus provisions shall not be construed as applying to any area not a part of a formal development application.

ACTIONS

The General Plan Map and the Actions of this chapter are intended to carry out the Policies of this chapter, the Map as a physical implementation tool and the Actions as programs or regulatory tools. The Actions are divided into the same issue areas as found in the Policies section of this chapter in order to emphasize the relationship between the Policies and their associated Actions.

Potential Residential Growth Limitations

Mix of Densities and Housing Types

- A. The City shall continually monitor its residential and population growth. If community growth appears to be exceeding the lawful growth restrictions of the Air Quality Management Plan, the City may adopt regulations which limit the rate of residential growth accordingly. Such regulations will give priority to projects which include affordable housing for Simi Valley families, those which result in infilling of

already developed residential areas, those which have a positive cost-revenue benefit to the City, and those which cause the lowest per housing increase in City services and infrastructure.

Availability of Housing Opportunities

- A. The prime emphasis of the RPD zoning designation shall be to provide for flexibility in design to achieve a superior urban environment and the provision for a wide variety of housing types within a single development.
- B. Whenever feasible, incentives, such as density bonuses, reduced parking standards, reduced unit size, deviations from zoning requirements and/or fast tracking during the review process should be provided to developers of housing for groups with special housing needs.
- C. Manufactured housing shall be encouraged in order to provide a supply of low and moderate priced housing. Design standards and policies for manufactured and modular housing shall be adopted which will assure that such non-traditional housing types will be of similar design quality as on-site constructed housing, and will avoid a monotonous appearance.
- D. The City should encourage the construction of new well-designed rental units, especially attached rental units for families. A wide variety of incentives to developers should be explored to reduce the costs and rental rates of the units for the life of the units (such as density bonuses, land write downs and financing mechanisms such as tax exempt bonds issued by the Community Development Agency).
- E. Several residential density classifications shall be established and mapped which provide for land uses ranging from ranches to relatively compact suburban development.
- F. Each distinct mobile home park designation shall be limited to no more than 500 spaces in size and shall be well distributed within the community. Design standards shall be adopted which will insure a

pleasing visual impact of mobile home developments through unit design features, landscaping, provision for tree canopies or other specific design features.

- G. Mobile home subdivisions in outlying canyon areas shall be encouraged to provide a supply of low and moderate priced housing. Appearance and siting policies and standards shall be adopted which will assure an attractive, non-monotonous appearance and will assist in the provision of affordable resident ownership opportunities.

Meeting Special Needs

General

- A. The City shall investigate and pursue all acceptable public and private grant and loan monies which may result either in a reduction in public service costs to its residents or a reduction in housing costs. The City shall encourage and work with other public agencies and private enterprises which provide service or housing to the Planning Area.
- B. A substantial portion of each year's Housing and Community Development Block Grant should be devoted to assisting in the provision of housing affordable by low and moderate income households and the rehabilitation of existing structures.
- C. The City shall continue its active membership in the Ventura County Housing Authority, and shall continue to assist it in implementing its Housing Assistance Payments program. A staff liaison shall be established to provide coordination with the Housing Authority staff to jointly monitor the effectiveness of various housing programs.
- D. The City shall initiate a program to inform its citizenry of the depth and variety of housing needs existing in the community, and to assist business and citizen groups which desire to involve themselves in providing means of meeting the City's housing needs. To this end, an annual state of the City report shall analyze progress towards meeting housing goals, and a public information program shall be developed in cooperation with the Neighborhood Councils and/or citizen groups.

- E. The Housing Assistance Plan shall be adopted as part of the General Plan and shall be updated annually as part of the City's Housing and Community Development Block Grant application as long as the Block Grant program is in effect and the City receives Block Grant funds. The Housing Assistance Plan shall set forth the City's annual and triennial housing goals, and shall outline each year's housing action plan.
- F. The City shall adopt rules and regulations and require developers to enter into contracts as necessary to assure the continuation of housing assistance programs in those projects which have received density bonuses for the provision of affordable housing.

Seniors

- A. The special housing design needs of seniors should be analyzed in cooperation with the Council on Aging. Guidelines should be prepared which enumerate special housing design requirements.
- B. Smaller than normal housing units designed specifically for senior citizens shall be allowed a density bonus consistent with other General Plan policies.
- C. In providing housing subsidies for senior citizens, first priority should be placed on the use of the Housing and Community Development Act Section 8 Existing Housing Program because this program serves senior citizens well and better integrates them into the community. Reliance should be placed on new construction programs only if the Section 8 Existing Housing program fails to adequately meet the needs of the elderly, or if the funds used to provide newly constructed units for senior citizens do not conflict with the achievement of housing goals for other groups not well served by existing programs (e.g. large families).

Large Families

- A. The City of Simi Valley shall assist the Housing Authority in obtaining an increase in Federal lower income fair market rents¹ so that they reflect the present market and so the Section 8 Existing Construction program will work effectively for large families.
- B. The City should cooperatively work with private industry in developing housing policies and programs which provide, through both public and private resources and efforts, single family homes for large lower income families.
- C. The City shall review developments which are receiving a financial and/or density bonus. Those which do not apply to seniors shall be reviewed to ensure that the percentage of units set aside for large families is representative of the total large family share of the City's housing needs.

Handicapped

- A. The City should encourage all developments which are receiving a financial and/or density bonus to provide a reasonable number of units designated and equipped for occupation by handicapped persons.
- B. The City shall adopt a program for the retrofitting of public areas for the ease of handicapped access and shall ensure that the needs of the handicapped are met in new construction or upgrade projects.

¹Fair market rents - The Federal Government periodically sets maximum rental rates on a county-wide basis for various types of units that may qualify for use in its Section 8 rental assistance program.

The Quality of Residential Development

The Location of Low and Moderate Income Housing

- A. The City shall adopt as part of its Housing Assistance Plan specific locational criteria for housing designed to meet the needs of low and moderate income persons. Such criteria should ensure "scattering" and adequate access to community services.

Design of Lower Income Housing

- A. The City shall closely review the design of all developments to ensure that units designed to be affordable by low and moderate income households complement the character of the surrounding neighborhood and do not artificially separate low and moderate income families from their community.

Rehabilitation

- A. The City should establish a rehabilitation program for low and moderate income housing and for declining neighborhoods.
- B. The City should encourage the passage of state legislation which would delay for a reasonable period of time property tax increases on rehabilitated housing.
- C. A public awareness campaign shall be mounted in cooperation with the Neighborhood Councils and/or citizen groups to familiarize citizens with the potential dangers inherent in the aluminum wiring used in some early residential tracts. The retrofitting of aluminum wired homes should be encouraged.

VI. ECONOMIC DEVELOPMENT

The City of Simi Valley is committed to the preservation of its existing economic base and the attraction of new commercial and industrial development which will provide jobs for local residents and expand the community tax base. The City's proximity to major metropolitan markets, the expansion of local purchasing power, the quality of its labor force, the extension of Route 118 and the City's positive attitude toward growth are all indicators of the development potential within Simi Valley. The Policies, Actions and General Plan Map designations in this chapter have been designed to facilitate economic development and by so doing, help Simi Valley realize its potential.

POLICIES

Commercial Development

History

Simi Valley has historically provided preferential treatment to commercial development and will face increased competition in this effort from other local governments due to recent limits placed on local property tax. Sales tax revenue is the number one revenue source for the City. Consequently, since sales leakages hurt the City's fiscal position, it is in Simi Valley's best interest to promote commercial business which can prosper in the community. Illustrations of the City's commitment include the following:

- a) The City gives priority processing to commercial and industrial development applications over residential applications.
- b) Three target areas (Commercial and Industrial) have had a comprehensive City EIR prepared for them and projects in these areas can be approved at staff level, reducing notice and public hearing time.
- c) The City's Economic Development Office (and the Industrial and Commercial Development Committee before it) advertises the City in trade publications, holds business seminars, and contacts individual firms to attract businesses to Simi Valley.
- d) Commercial areas have been chosen to receive the annual City allocation of funds for the undergrounding of utilities.

In the latter part of the 70's, several of the more visible commercial successes in Simi Valley include two fine dinnerhouses, a 75,000 square foot general merchandise store, and several new auto dealerships. Notably, each of these thriving businesses substantially reduced the amount of trade leakage from Simi Valley. It is also important to note a recent analysis indicates that the present Simi Valley trade area can support additional restaurants, auto dealerships and numerous other establishments in the full range of retail trade categories.

Leakage Analysis

The term commercial leakage refers to the dollar difference between the community's actual expenditures on a particular type of commercial product and the amount of expenditures (for that product type) which were made by local residents in local stores. This difference equals the lost trade, or, the business which leaked out of the community to neighboring trade areas. Trade leakage, if severe, indicates that a particular segment(s) of the local commercial base is inadequate to serve local consumer needs.

The table on page VI-4 illustrates the amount of retail trade leakage out of Simi Valley, by store category. The analysis indicates that the City has a substantial amount of retail trade outflow (leakage) in every trade category except three. Alternatively stated, Simi Valley has great potential to attract businesses in those high leakage categories. The principal conclusions to be made from this statistical analysis include the following summary points:

- 1) Simi Valley residents do the majority of their apparel shopping outside of the City; the greatest percentage leakage is in this category;

- 2) Approximately \$20 million of local income is being spent on cars, in restaurants, for home furnishings, at home improvement centers and on specialty retail goods (such as sports equipment, stereos, records, books, gift items, etc.), sold in the San Fernando Valley, Thousand Oaks and points beyond; leakage in each of these categories is high, both percentage wise and in absolute dollars;
- 3) Simi Valley has very low leakages in grocery, liquor and drug stores and moderate leakage in general merchandise trade; the City is well serviced by existing supermarkets and is fairly well covered by the present general merchandisers;
- 4) Current Simi Valley buying power could immediately support more dinnerhouse-restaurants, apparel shops, auto dealerships, furniture store(s), hardware store(s) and specialty retail stores.

Explanation of Leakages

The most obvious explanation for existing retail trade leakages from Simi Valley is competition from super-regional and regional shopping centers located within 30 minutes driving distance from the center of the City. These centers offer a wide variety of goods and services in a centralized location, giving the shopper the opportunity to comparison shop on foot.

1978 END OF YEAR FIGURES

| TYPE OF STORE | EXPENDITURE ¹ DISTRIBUTION | POTENTIAL ² EXPENDITURES | ACTUAL 1978 ³ EXPENDITURES | SALES ⁴ LEAKAGE | PERCENT LEAKAGE |
|--------------------------------|--|--|--|-------------------------------|--------------------|
| Apparel | 2.0% | \$ 7,305,001 | \$ 3,241,389 | \$ 4,063,612 | 56% |
| General Merchandise | 6.7% | 26,103,203 | 22,845,000 | 3,258,203 | 12% |
| Drug Stores | 1.6% | 6,298,534 | 5,736,502 | 563,032 | 9% |
| Grocery & Liquor | 21.9% | 87,988,738 | 87,100,440 | 888,298 | 1% |
| Home Furnishings | 2.7% | 9,861,751 | 6,911,209 | 2,950,542 | 30% |
| Eating & Drinking | 5.5% | 20,088,753 | 16,873,046 | 3,251,707 | 16% |
| Hardware & Building Materials | 2.6% | 10,024,084 | 8,317,500 | 1,706,584 | 17% |
| Specialty Goods & Misc. Retail | 3.5% | 12,783,752 | 8,789,538 | 3,994,214 | 31% |
| Auto Dealers & Supply | 9.0% | 29,220,004 | 19,846,260 | 9,373,744 | 32% |
| Auto Service | 6.0% | 21,915,003 | 19,652,500 | 2,262,503 | 10% |
| Total | | \$231,588,823 | \$199,313,384 | \$32,275,439 | |

¹Derived from comparison of Bureau of Labor Statistics, the Natelson Company, and Williams-Kuebelbeck figures.

²Expenditure Distribution X Aggregate Income Simi Valley x % Trade under Optimum Conditions (formula from the Natelson Company).

³State Board of Equalization, Taxable Sales in California.

⁴In order to determine leakage, one uses the following formula: Multiply the community's expenditure distribution (% of average household income spent for each type of retail product) times the aggregate household income in the community (number of occupied households times mean household income), times an optimum local trade factor; this product yields the potential locally generated trade volume for Simi Valley businesses; the actual amount of gross sales registered by local businesses, as reported by the State Board of Equalization, is subtracted from the potential trade volume in order to estimate sales leakage; the percent leakage equals the dollar leakage divided by potential expenditures.

It must be stressed that the leakage analysis took the existing competition into account in estimating the retail leakages. In other words, given the competition in Thousand Oaks and the San Fernando Valley, the City is still not realizing its full potential for commercial development. Although there are many possible explanations for why this unrealized potential exists, three situations do stand out and will be mentioned here:

- The majority of Simi Valley's retail stores are scattered in small commercial developments and spread along major thoroughfares in a strip development patter; these developments are characterized by their lack of pedestrian orientation, lack of amenities and lounging areas, lack of an anchor store which serves as the development's primary drawing card and inadequate range of store types and merchandise offerings which will bring in the browser as well as the single purpose buyer.
- Most retail concerns in the City are small in terms of square footage and are somewhat limited in the range of merchandise within the store; this does not hurt a store's profitability if it is located in the midst of a large shopping center where buyers have many other places to visit; it does hurt profitability when the store is either freestanding or is located in a small center where the number and variety of surrounding stores is insufficient to draw in the general shopper; the latter situation is occurring in Simi Valley; the following statistics excerpted from the Natelson report illustrate these two points:

"In terms of total sales, the entire Los Angeles Avenue strip stores in 1974 generated \$3.8 million or \$21 dollars per square foot. This compares to other neighborhood and community centers in Simi Valley which produce average tenant sales of \$44 to \$140 per square foot. Los Angeles Avenue strip commercial therefore represents the lowest productivity in retail sales of any shopping area in Simi Valley. Many of the retail establishments are marginal operations producing small returns to the owners and below average sales tax revenues to the City."

- To the extent that the City can guarantee desired businesses a location in a major commercial center offering easy transportation ingress and egress, visibility from major thoroughfares, sufficient acreage for a wide range of potential tenants and required parking, and a central location within the Simi Valley trade area, the likelihood of success in future business recruitment efforts can be improved.

Commercial Policies

1. The City should assist private businesses to capture the commercial trade which is currently flowing out of the Simi Valley trade market area¹ to commercial centers in the San Fernando Valley and Thousand Oaks.
2. The City shall particularly emphasize the need of expanding the commercial base in those categories exhibiting the greatest dollar amount of leakage--automobile sales, apparel, specialty retail, dinnerhouse and home furnishings.
3. In the interest of reducing sales tax leakage, promoting energy conservation, providing local consumers with a convenient place to shop for a full range of goods and services and generally creating a more balanced community, the City shall designate a sub-regional shopping center site. The City's policy in this regard is to: 1) expand the shopping center at the Mervyn's site into a sub-regional center; by utilizing Mervyn's as one anchor, the required second anchor (along with numerous secondary stores) could be supported by Simi Valley in 1985.
4. The City, by means of the General Plan Map, shall set aside sufficient land in appropriate locations for commercial development.

¹Simi Valley's trade market area is defined here as the population within the City's Sphere of Interest, plus development out to the intersection of Olsen Road and Route 23, plus the community of Moorpark.

5. Office uses shall be allowed within the general commercial designation and should be encouraged to serve as buffers between residential and commercial land uses; office sites should be large enough for parking requirements and should be on major arterial roads in order to insure free traffic flow and preserve the integrity of surrounding residential areas.
6. Several potential sites for hotel-motel use shall be designated along the 118 Freeway corridor; although these designations represent suggested use, provisions shall be made by the City to guarantee that at least one site will be reserved for major hotel/motel use.
7. The City shall work with the business community in a cooperative manner to actively recruit desired business to the community.
8. The City shall promote the location of most new commercial facilities on the valley floor central to its higher densities and on major arterials; all periphery and outlying area commercial facilities shall be located, designed and be of such uses so as to serve the immediate neighborhood and not draw persons away from the main valley floor shopping areas.
9. In conjunction with its desire to discourage further strip development along arterials and assist in the increased profitability of local commercial business, the City shall encourage the consolidation and upgrading of established commercial centers.
10. The City shall promote the utilization of a unified architectural theme, landscaping, walkways, traffic engineering and attractive sign placement in the development and/or redevelopment of new and/or existing commercial centers.

MF
MARKET POTENTIAL FOR GENERAL MERCHANDISE ANCHOR STORES
-CONSERVATIVE SCENARIO-

| | 1984 | 1990 | 1995 | 2000 | Ultimate Development |
|---|--------------|--------------|--------------|--------------|-------------------------|
| Population | 90,700 | 103,000 | 112,000 | 122,000 | 145,000 |
| Persons Per Household | 3.45 | 3.4 | 3.35 | 3.3 | 3.2 |
| Number of Households | 26,290 | 30,294 | 33,433 | 36,970 | 45,375 |
| Median Household Income | \$25,000 | \$28,000 | \$31,000 | \$34,000 | \$37,000 |
| Expenditure Distribution on General Merchandise | 7.2% | 7.2% | 7.2% | 7.2% | 7.2% |
| Potential Local Expenditure on General Merchandise | \$46,375,560 | \$59,851,249 | \$73,130,006 | \$88,692,508 | \$118,461,420 |
| Gross Sales Per Square Foot Target | \$80 | \$85 | \$90 | \$95 | \$105 |
| Total Supportable Gross Leasable Area (GLA) | 579,695 | 704,132 | 812,556 | 933,605 | 1,128,204 |
| Approximate Square Footage (Total) of Existing General Merchandise Type Stores | 400,000 | 400,000 | 400,000 | 400,000 | 400,000 |
| New (Net) Supportable Gross Leasable Area | 179,695 | 304,132 | 412,556 | 533,605 | 728,204 |
| Percent of New Supportable Trade to be Allocated to Regional Center Store | 70% | 70% | 70% | 70% | 70% |
| Total New Supportable Gross Leasable Area in Regional Center | 125,787 | 212,892 | 288,789 | 373,523 | 509,743 |
| Median Anchor Store Size (square feet) | 125,000 | 130,000 | 135,000 | 140,000 | 145,000 |
| Number of Total New Median Size Stores Supportable | 1* | 1 | 2 | 2 | 3 |

*Existing in 1980

MARKET POTENTIAL FOR GENERAL MERCHANDISE ANCHOR STORES

-OPTIMISTIC SCENARIO-

| | <u>1984</u> | <u>1990</u> | <u>1995</u> | <u>2000</u> | <u>Ultimate Development</u> |
|---|--------------|--------------|--------------|--------------|---------------------------------|
| Population | 90,700 | 103,000 | 112,000 | 122,000 | 145,000 |
| Persons Per Household | 3.45 | 3.4 | 3.35 | 3.3 | 3.2 |
| Number of Households | 26,290 | 30,294 | 33,433 | 36,970 | 45,375 |
| Median Household Income | \$26,000 | \$30,000 | \$34,000 | \$38,000 | \$42,000 |
| Expenditure Distribution on General Merchandise | 7.2% | 7.2% | 7.2% | 7.2% | 7.2% |
| Potential Local Expenditure on General Merchandise | \$48,230,582 | \$64,126,339 | \$80,207,104 | \$99,126,921 | \$134,469,720 |
| Gross Sales Per Square Foot Target | \$80 | \$85 | \$90 | \$95 | \$105 |
| Total Supportable Gross Leasable Area | 602,882 | 754,428 | 891,190 | 1,043,441 | 1,280,664 |
| Approximate Square Footage (Total) of Existing General Merchandise Type Stores | 400,000 | 400,000 | 400,000 | 400,000 | 400,000 |
| New (Net) Supportable Gross Leasable Area | 202,882 | 354,428 | 491,190 | 643,441 | 880,664 |
| Percent of New Supportable Trade to be Allocated to Regional Center Store | 70% | 70% | 70% | 70% | 70% |
| Total New Supportable Gross Leasable Area in Regional Center | 142,017 | 248,100 | 343,833 | 450,409 | 616,465 |
| Median Anchor Store Size (square feet) | 125,000 | 130,000 | 135,000 | 140,000 | 145,000 |
| Number of Total New Median Size Stores Supportable | 1* | 1 | 2 | 3 | 4 |

*Existing in 1980

Store Mix of Desired Sub-Regional Center Addition

| | |
|--|----------------------|
| 1 Major general merchandise store | 135,000 sq.ft. |
| 2 Sit-down restaurants | 12,000 sq.ft. |
| 3 Fast-food type stores | 5,000 sq.ft. |
| 1 Hardware, building materials store | 15,000 sq.ft. |
| 1 Home furniture store | 25,000 sq.ft. |
| 2 Large apparel stores | 20,000 sq.ft. |
| 10 Specialty shops (sports, communications, book shops, gift shops, etc.) | 40,000 sq.ft. |
| 1 Entertainment center (cinema, arcade, etc.) | <u>30,000 sq.ft.</u> |
| | 282,000 sq.ft. |

Capacity on Remainder of Mervyn's Site

14.89 acres - 648,608.4 sq.ft. with maximum 25% lot coverage, 10% landscaping and required parking, the allowable footage would equal 162,152 sq.ft. for 1-story development (649 parking stalls) and 324,302 sq.ft. for a 2-story development (1,297 parking stalls).

Conclusion

In order to attract the size and variety of additional stores required for a typical sub-regional center, given the types of stores which are already in place on the Mervyn's site, approximately 280,000 additional square feet of gross leasable area needs to be provided. Added to the 190,000 square feet of gross leasable area on the remainder of the site, total gross leasable area would reach approximately 470,000 sq.ft., which is an acceptable size for a sub-regional center.

The 280,000 additional square feet of gross leasable area could be fitted into the maximum capacity of 324,302 sq.ft. on the remainder of the sub-regional site, if the new commercial development will be 2-story. With a 1-story design, the additional floor area necessary for a sub-regional center could not be put in on this site.

Industrial Development

History

The City has made a policy of actively encouraging industrial development in order to increase local employment opportunities for its residents. Specific actions which the City has taken to encourage industrial as well as commercial development include the following:

- 1) Allocation of four million dollars for the Madera freeway interchange and access roadways to provide direct freeway access for the west end industrial area.
- 2) Allocation of 5.5 million dollars for the Tapo Canyon railroad/Los Angeles Avenue overcrossing which will make the Peppertree Lane industrial area more easily accessible to the freeway.
- 3) Expansion of the sanitation treatment plant from a capacity of 7 mgd (million gallons per day) to 9.1 mgd, plus the ability to provide manufacturers with an abundance of low cost treated wastewater.
- 4) Pumping by the City of large amounts of groundwater available at rates substantially lower than imported water rates.
- 5) Provision of a City-wide bus system which connects all parts of the City with the industrial areas.
- 6) Preparation of an airport feasibility study for this area of the county, resulting in a site selection for a general utility airport. Tests of wind conditions are presently under way. Future plans include the preparation of an EIR; an airport master plan, and construction. The site for the future airport has easy freeway access, is close to the west end industrial area and is distant from primary residential areas.

Potentials

The four factors which will have the greatest influence upon future industrial development in Simi Valley are: 1) land availability, 2) the resident labor force, 3) the transportation network, and 4) local governmental policies.

Of these four factors, the first and most critical to Simi Valley's industrial development will be the pattern of development of the undeveloped industrial land. The historical pattern for development of prime industrial land on the valley floor has typically been to subdivide it into parcels of one acre or less. This small parcelization has resulted in the encroachment of commercial retail uses on less expensive industrially zoned land. This type of development pattern has also proven to be more prone to a land lease type of arrangement which again limits the number and variety of sizes of industrial parcels available.

Although this smaller scale type of land development was adequate to meet past industrial development needs, current market factors are changing the situation. Land costs in the San Fernando Valley and Thousand Oaks have risen dramatically in comparison to Simi Valley. More importantly, large tracts of industrial land are not readily available for purchase in those areas. This makes Simi Valley one of the prime locations to which industries will be attracted if large parcels of prime industrial land are available. Because large parcels of prime developable land on the valley floor have not been held in reserve, the City's major industrial land needs must be met on the vacant west end parcels near the freeway and the outlying canyon areas.

In summary, if Simi Valley is to attract large employers which will help to create a more balanced community, the City should 1) insure that land developers provide more large industrial parcels, and 2) discourage non-industrial related operations from locating on prime industrial land.

The second factor influencing local industrial development represents one of Simi Valley's greatest untapped assets, its resident labor force. The 1975 Special Census shows that 64.9% of the primary wage earners and 39.0% of the secondary wage earners in Simi Valley are in the skilled or professional job categories. Of all wage earners residing within the City, 67.6% are employed outside of Simi Valley. The Simi Valley area could offer most prospective employers a large pool of skilled and semi-skilled labor. In order to take advantage of this large labor force of skilled and semi-skilled workers, the City should 1) concentrate on attracting those industries which would best utilize the resident labor force, and 2) work closely with existing industry in the community to expand their employment.

The third factor which will influence the type of industrial users Simi Valley can attract is access to major transportation networks. One of the most important constraints on the development of industry in Simi Valley has been the City's lack of a direct link into the vast Los Angeles freeway network. Because of this deficiency, many large employers who depend on trucks to transport their products have overlooked Simi Valley as a possible plant site. The City has spent much time and effort to achieve the linkage of Simi Valley into the Los Angeles metropolitan freeway network. The completion of Route 118 to Route 23 must now become the next major objective not only to keep Simi Valley from becoming known as the terminus of Route 118 but to also provide convenient access to industrial firms which would locate in Simi Valley and ship their goods to communities along Route 101.

A general utility airport would increase the attractiveness of Simi Valley to those industrial firms which depend upon air freight for shipment of finished products. An airport would also increase Simi Valley's attractiveness to corporate and office type of employers. The City should make every effort to secure funding to study possible airport sites and to construct a general utility airport. In addition, the City may want to consider the construction of heliports to serve transportation needs until such time an airport is built.

The fourth factor which will influence industrial development in Simi Valley is local governmental policy. If the City is to remain competitive with other Southern California communities, it must take an even more active role and work towards achieving the following:

- 1) Provide an environment conducive to industrial development by
 - a) offering a greater number of large industrial parcels;
 - b) developing long range utility and traffic plans; and
 - c) providing protection to the investments of large industrial firms by insuring high architectural and use standards for all developments in their area.

- 2) Provide a vehicle through which the City, its business groups, industrial land developers, and existing local industry could promote Simi Valley to prospective new industrial firms and assist existing industrial firms in expanding their present operations in Simi Valley.

The City has taken a major step to achieve the aforementioned objectives by creating a new commercial and industrial development position directly under the City Manager. This function assumes primary responsibility for expanding the Simi Valley economic base.

Industrial Policies

1. The City in cooperation with local civic leaders, industrial developers and existing industrial firms shall actively recruit industrial firms, giving primary emphasis to firms generating high local employment and economic benefits, and assist existing firms in expanding their operations.
2. The City should encourage the provision of a number of high quality business parks, especially in highly visible or particularly attractive areas, with performance and design controls regarding internal circulation, lot size, building size, appearance, land coverage, parking and loading facilities, noise, dust, fumes and other environmental issues.
3. The City shall provide an adequate variety of sizes and locations of land for light industrial uses (M-1 and M-2). Such industrial uses shall be the major type of industrial uses in the Planning Area, and areas shall also be designated for heavier types of industrial uses (M-3).
4. The City shall prohibit warehouse commercial outlets and other retail trade businesses from locating in industrial areas in order to maximize the employment potential of industrially zoned sites.
5. Given the City's desire to achieve a balanced community and given the present lack of concentrated employment on occupied industrial land, the City shall particularly encourage the location of labor intensive industry (15-20 workers per acre) in designated industrial zones.

6. The City shall provide for reserve industrial land for development in the future when substantial saturation of prime industrial land has been realized. Reserve industrial land shall be contiguous to prime industrial areas to provide for orderly expansion and the creation of a strong industrial district.
7. Industrial areas shall be located in as consolidated a pattern as possible in order to reduce conflicts with other land uses and to enhance their industrial identity. Such areas shall be relatively flat (0-10%), in large acreages and/or ownerships, free of major environmental hazards or constraints, and immediate to major transportation facilities such as freeways, railroad and airports.
8. In order to maintain safe and efficient traffic circulation in industrial areas, the City shall work with existing and prospective industrial users to coordinate the layout of internal street systems.
9. In order to accommodate special needs of large employers whose location in the City would yield a positive net revenue to Simi Valley, the City may extend services to the canyon areas if that perimeter location is essential to the desired industry's requirements.
10. The City shall promote the completion of Route 118 to Route 23 to facilitate the City's industrial development efforts particularly in the west end.
11. A cost-revenue analysis will be performed in significant industrial projects and will constitute one component of the overall development review process; a negative net benefit does not guarantee rejection of the project, as many other factors need to be weighed in the evaluation.
12. Commercial land uses may be permitted to remain, expand and/or develop as interim land uses within the Tapo Street Industrial Area on land fronting directly on the western side of Tapo Street between Los Angeles Avenue and Valley Fair Street, and on the southern side of Los Angeles Avenue. Commercial uses may be permitted to extend east of Tapo Street for 550 feet and west of Tapo Street for 1600 feet on the southern side of Los Angeles Avenue.

GENERAL PLAN MAP

The General Plan Map and the Actions of this chapter are intended to carry out the Policies of this chapter, the Map as a physical implementation tool and the Actions as programs or ordinance implementation tools.

Commercial Designations

The commercial land use designations are divided into five categories, discussed below. Uses in and designs of these areas shall be consistent with all pertinent policies stated in the General Plan.

-- Subregional Center

Purpose: A major center shall be designated to serve the entire Simi Valley market region. It shall be centrally located within the region and adjacent to and with good access from the freeway. The uses to be located within the center and their arrangement on the site shall offer merchandise and a physical shopping arrangement of the type offered in regional centers in neighboring communities. Usually such centers will be anchored by two department stores with intervening specialty stores. The arrangement of the uses on the site shall encourage browsing by the pedestrian and limit the need to cross parking lots on foot to reach separate buildings while shopping. An enclosed mall arrangement with the department stores as anchors shall be the focus of the site. "Island" buildings, in general, shall be discouraged.

-- District Center

Purpose: Two large centers shall be designated, one to serve each end of the Planning Area. Such centers shall have a mix of uses to supply both daily and occasional shopping needs. Each center should be encouraged to include a variety merchandise store, a builders supply store, one or more supermarkets, a drug store, restaurants, banks and a large number and variety of other

stores. The uses in these centers should not detract from the community's ability to support its major center. As these district centers are large, tend to expand across streets, and be created in small incremental additions, "sub-centers" of uses which complement each other's business should be encouraged, with the total center tied together in the public's mind by some prominent common feature. (Such as a tree type, roofing material, or color scheme.)

-- General Commercial

Purpose: General commercial centers shall be designated to serve four purposes: 1) satisfy the daily shopping needs of a localized (1-2 mile radius) trade area; 2) set aside land for a broad range of commercial offices; 3) allow the location of new automobile dealership(s) and 4) encourage spending by travelers passing through Simi Valley on Route 118. The types of stores suited for the first case include supermarkets, drug stores, quick-stop markets, small restaurants, personal services and small specialty retail shops; the types of facilities which would serve travelers include coffee shops and restaurants, gas stations, specialty retail shops and entertainment. Several specific locations along the Route 118 corridor will be designated as potential hotel/motel nodes (this will not exclude alternative commercial uses on all but one -any one- of the sites). Each site should be large enough (approximately 5 acres) to accommodate the dining, banquet, entertainment, sleeping, convention space and auto service needs of the visitor; a minimum 100-unit hotel/motel facility is required for any freeway corridor commercial area to utilize this node. Motels of a smaller size and without the amenities noted shall be allowed outside of these nodes in other areas designated as general commercial.

-- Office Commercial

Purpose: Office Commercial areas shall be established to attract desirable and stable professional office development which will be in harmony with adjacent land uses. Typical office uses include law, real estate, investment and other services. Commercial office areas can be located in industrial, commercial and residential areas, depending upon the scale, type and intended service area of the proposed development.

-- Recreational Commercial

Purpose: One or more centers shall be designated for recreational commercial activities such as camping, rodeos, horse shows, fairs, sports events, athletic clubs, entertainment facilities, convention centers and drive-ins, all of which will primarily serve the needs of the local population.

Industrial Designations

The industrial land use designations are divided into four categories. Uses in and designs of these areas shall be consistent with all pertinent policies stated in the General Plan.

-- Business Park

Purpose: To provide desirable areas for large industrial employers whose investment in land and improvements is to be protected by performance, design and use controls regarding lot size, building size, appearance, land coverage, parking and loading facilities, noise, dust, fumes, internal circulation and other environmental and functional issues. A wider mix of uses shall be permitted in business parks than in other industrial areas, including a limited range of commercial uses located and designed to service the park and its industrial tenants. The land area allocated to retail commercial use shall not exceed outlying canyon areas, lot sizes shall range upward from three

-- Office Commercial

Purpose: Office Commercial areas shall be established to attract desirable and stable professional office development which will be in harmony with adjacent land uses. Typical office uses include law, real estate, investment and other services. Commercial office areas can be located in industrial, commercial and residential areas, depending upon the scale, type and intended service area of the proposed development.

-- Recreational Commercial

Purpose: One or more centers shall be designated for recreational commercial activities such as camping, rodeos, horse shows, fairs, sports events, athletic clubs, entertainment facilities, convention centers and drive-ins, all of which will primarily serve the needs of the local population.

Industrial Designations

The industrial land use designations are divided into four categories. Uses in and designs of these areas shall be consistent with all pertinent policies stated in the General Plan.

-- Business Park

Purpose: To provide desirable areas for large industrial employers whose investment in land and improvements is to be protected by performance, design and use controls regarding lot size, building size, appearance, land coverage, parking and loading facilities, noise, dust, fumes, internal circulation and other environmental and functional issues. A wider mix of uses shall be permitted in business parks than in other industrial areas, including a limited range of commercial uses located and designed to service the park and its industrial tenants. The land area allocated to retail commercial use shall not exceed outlying canyon areas, lot sizes shall range upward from three

acres (except for allowed commercial uses) and shall have the majority of lots over 10 acres in size. The potential conflict resulting from the suggested land use mix shall be controlled via a Specific Plan for the park, CC&R's and high architectural performance and use controls.

-- Light Industrial

Purpose: To provide areas for most light industrial uses (M-1 and M-2). It is of special concern to the City that there be an adequate variety of sizes and locations of light industrial parcels.

-- General Industrial

Purpose: To provide industrial areas, especially in outlying canyons, for heavier types of industrial uses (M-3). Such area shall not abut residential areas and shall be separated, preferably by terrain, from the rest of the urbanized environment for the benefit of both the industries and the community.

-- Reserve Industrial

Purpose: To hold certain areas of prime industrial land (especially in canyon areas) until industrial land in the valley floor is infilled and/or essential City services are available.

ACTIONS

The General Plan Map and the Actions of this chapter are intended to carry out the Policies of this chapter, the Map as a physical implementation tool and the Actions as programs or ordinance implementation tools.

General

- A. The City shall continue its policy of priority-processing of commercial and industrial development applications; a planned development permit shall be required for all commercial and industrial developments; CC&R's, maintenance districts and the like shall be included in the planned development permit in order to insure acceptable property maintenance and adherence to standards.

- B. The City shall continue to staff an economic development position under the City Manager. This function assumes responsibility for expediting commercial and industrial development applications, recruitment of new business, promotion of Simi Valley and other functions directly related to the City's economic development.

Commercial

- A. The City shall assist local development organizations, private, public, and non-profit, in the recruitment of commercial businesses which would reduce Simi Valley trade leakage.
- B. The City shall continue its priority-processing of commercial development applications; a planned development permit shall be required for all proposed commercial developments.
- C. The City, in cooperation with the private sector, shall establish design standards which will insure a unified design in each commercial center; such standards shall be used to guide future remodelings and new commercial development.
- D. The Zoning Ordinance shall be amended as required to modernize the allowed uses and design standards for commercial uses; various commercial zones may be allowed within the areas designated as General Commercial.

Industrial

- A. The City shall continue its policy of priority-processing of industrial applications; a planned development permit shall be required for all industrial development.
- B. A Five-Year Capital Improvements program shall be carried out by the City and by all agencies affecting economic development in order to provide a dependable and coordinated schedule of development upon which industrial firms and developers can depend.
- C. Guidelines for the development of plans for industrial areas shall be established by the City and be made available to all proposed developers.

- D. The Zoning Ordinance shall be amended as required to modernize the design standards for industrial uses.
- E. A separate zoning ordinance category and set of guidelines shall be developed for Business Parks. Specific Plans will be required to guarantee a compatible mix of the varied land uses and high quality design.
- F. A master circulation plan shall be required prior to approval of industrial development in any industrial area with multiple small ownerships in order to limit the number of access points onto major streets. Circulation plans shall also be required as part of the division of industrial lands.
- G. The City shall take measures, through modification of its development code and code enforcement, to prohibit the location of incompatible commercial uses on industrial land.
- H. Training/education programs for Simi Valley residents directed toward their eventual employment within the Simi Valley area shall be encouraged by the City in coordination with private businesses and public educational institutions. Such programs shall concentrate on development of those skills which are most marketable and needed in the area.
- I. The City, local business and civic leaders shall promote the completion of Route 118 to Route 23.
- J. The City shall prepare a site specific airport feasibility study (which meets FAA requirements) for the Simi Valley area and shall make application for federal and state funding of the facility, if it is proven feasible.

VII. COMMUNITY SERVICES

This chapter contains policies and recommendations regarding the provision of community services and facilities adequate to meet the demands of the citizens of Simi Valley. As the provision of services is necessary to and impacts upon other land uses, these policies are to be supportive of and consistent with policies contained in other chapters of the General Plan. The successful implementation of the City's General Plan objectives will depend upon the support given the General Plan by all public agencies providing community services and facilities within the Planning Area. Coordinated planning of the expansion of services will ensure adequacy of services to both new and existing development and that public revenues are used to utmost efficiency.

POLICIES

Cost Effectiveness

The City of Simi Valley is organized toward providing maximum service to its citizens at a minimum cost as a top priority. Evidence of this philosophy of the citizens of Simi Valley is the fact that the City is one of the largest in the state without a city general fund property tax. The on-going and successful pursuit of grants, matching funds and other means of effective utilization of funds further enforces this philosophy.

1. The City shall promote public participation to encourage citizen involvement regarding levels of public services which the community desires.
2. Every service agency with jurisdiction in the Planning Area should prepare a master plan of services based upon the General Plan, policies and growth projections. The City shall encourage the preparation of a coordinated Five-Year Capital Improvements Plan.
3. Public and private duplication of service should be discouraged. Private alternatives to public services should be continually explored.
4. Major developments and annexations should be evaluated with regard to their net impact upon service costs. Assessment districts which encourage leapfrog development should be discouraged.

Health

1. The City shall promote a health service system which utilizes the most modern facilities and methods available. The City shall coordinate with the County of Ventura Health Services Agency and the Ventura County Medical Society to:
 - Provide adequate and conveniently located sites for needed medical offices, clinics and other facilities.
 - Determine needs for specific medical specialists to establish practices which will conveniently serve the community.

Education

Public Schools

The Simi Valley Unified School District is responsible for providing the bulk of primary and secondary education in the Planning Area.

Present (1979) School District enrollment plus that for private schools totals 21,409 students. With 23,769 dwellings in the District, the present student population per household is .90. The projected student enrollment for ultimate development of the General Plan was based upon a decrease in the number of persons per household from the present family size of 3.6 to a family size of 3.2. If the decrease of students per household is proportionate with the decrease in population, at ultimate development of 137,000 population, the number of students per household is projected to be .80.

The School District presently has 24 elementary schools and three vacant elementary school sites (includes Bell Canyon); four junior high schools, one junior high continuation school, two high schools, one adult education/continuation high school and one vacant high school site. School District Standards of Students per category of school are:

| | |
|--------------------|----------------------|
| Elementary School | 400-800 Students |
| Junior High School | 1,000-1,400 Students |
| Senior High School | 2,000-2,500 Students |

Using the maximum enrollment for each facility (e.g., 800 per each elementary school), the projected number of additional schools needed at ultimate development will be one (1) more elementary school, two (2) more junior high schools and one (1) more senior high school. The District already has adequate vacant sites for the elementary and high schools but two more sites will need be set aside for the two junior high schools.

1. The City recognizes its responsibility to identify the plan for school sites by category consistent with ultimate population and land use patterns and to coordinate same with the School District.
2. School sites anticipated to serve the City shall be located within the City's Sphere of Interest.
3. Should the School District declare overcrowding, or if it is unable to provide for the timely acquisition of those school sites necessary at ultimate City development, the City shall ensure that such sites are reserved through non-financial means available to it such as density transfer, review of development patterns, the approval of temporary uses, etc.
4. Whenever the density of development permits, the philosophy of neighborhood schools shall be pursued. Safe pedestrian access to schools shall be ensured. School boundaries shall be drawn in accordance with this philosophy.

Other Educational Resources

1. The City should encourage the provision of special educational facilities and courses which serve to broaden the marketable skills of local residents and employees.

Civic/Cultural

The City should develop a Civic and Community Center to accommodate major civic and cultural facilities of community-wide interest in one location.

1. Development of the new Civic Center should proceed in a manner consistent with the multi-purpose concept presented in the adopted Master Plan for the Civic and Cultural Center.
2. The City should maximize the use of external financial resources, such as grant funding and commercial leases to support the development of the Civic Center site.
3. Adequate area adjacent to the Civic Center site should be designated for commercial uses which would complement the Civic Center.

Recreation¹

The Rancho Simi Recreation and Park District has the responsibilities of providing park and recreation facilities and programs within the District's boundaries. The City's role in the provision of recreational facilities consists of establishing the requirements of the local park dedication ordinance, the pursuit of certain grants and the encouragement of public, private and commercial recreational facilities.

1. The City shall assure the collection of land or cash in lieu through the development process and review the proposed utilization of funds consistent with the General Plan and current citizen needs.

¹The classification of parks and their service standards upon which map designations and the policies and recommendations are based are as follows:

| <u>Type of Park</u> | <u>Acres per 1,000 People</u> | <u>Typical Size</u> | <u>Service Area</u> | <u>Population Served</u> |
|---|-----------------------------------|--|----------------------------|--|
| Neighborhood/ Community | 5 | 6-10 Acres (Neighborhood) 35-40 Acres (Community) | Neighborhood/ Community | Segments of the Community |
| Regional/Natural Special Use Facility | 5 Varies | Over 50 acres 5 to 20 acres | District Communitywide | District Segments of the community |

2. Parks and recreation areas, facilities, programs and services should be provided on the basis of citizen interest and need, and planned and implemented with citizen participation.
3. The City shall review developments to assure that land easements are provided for the ultimate development of the Master Trail System.
4. Significant historic, archaeological sites, scenic and cultural facilities and sites should be preserved when feasible.
5. The City shall review development and coordinate with the District to avoid duplication in the provision of recreational facilities and programs.
6. The development of quality private and commercial recreation facilities and programs shall be encouraged to complement the public programs.
7. Flood control rights-of-way such as arroyos, maintenance roads, open reservoirs, spreading and retention basins, shall be required to be dedicated and developed in such a way that they can also be used for recreational purposes where appropriate.
8. Priority should be given to the development of community parks, special purpose parks and the active play area portions of outlying area parks.

Fire and Police

(See also pages III-9, No. 5, IV-7, No. 2 and IV-14)

1. Police and fire protection facilities and personnel should be provided as needed to furnish adequate protection to all of the community.
2. New urban development should not result in a reduction of police or fire service below acceptable levels to either the subject development or the community.

Other Public Utilities and Facilities

(See Chapter III for location/appearance requirements.)

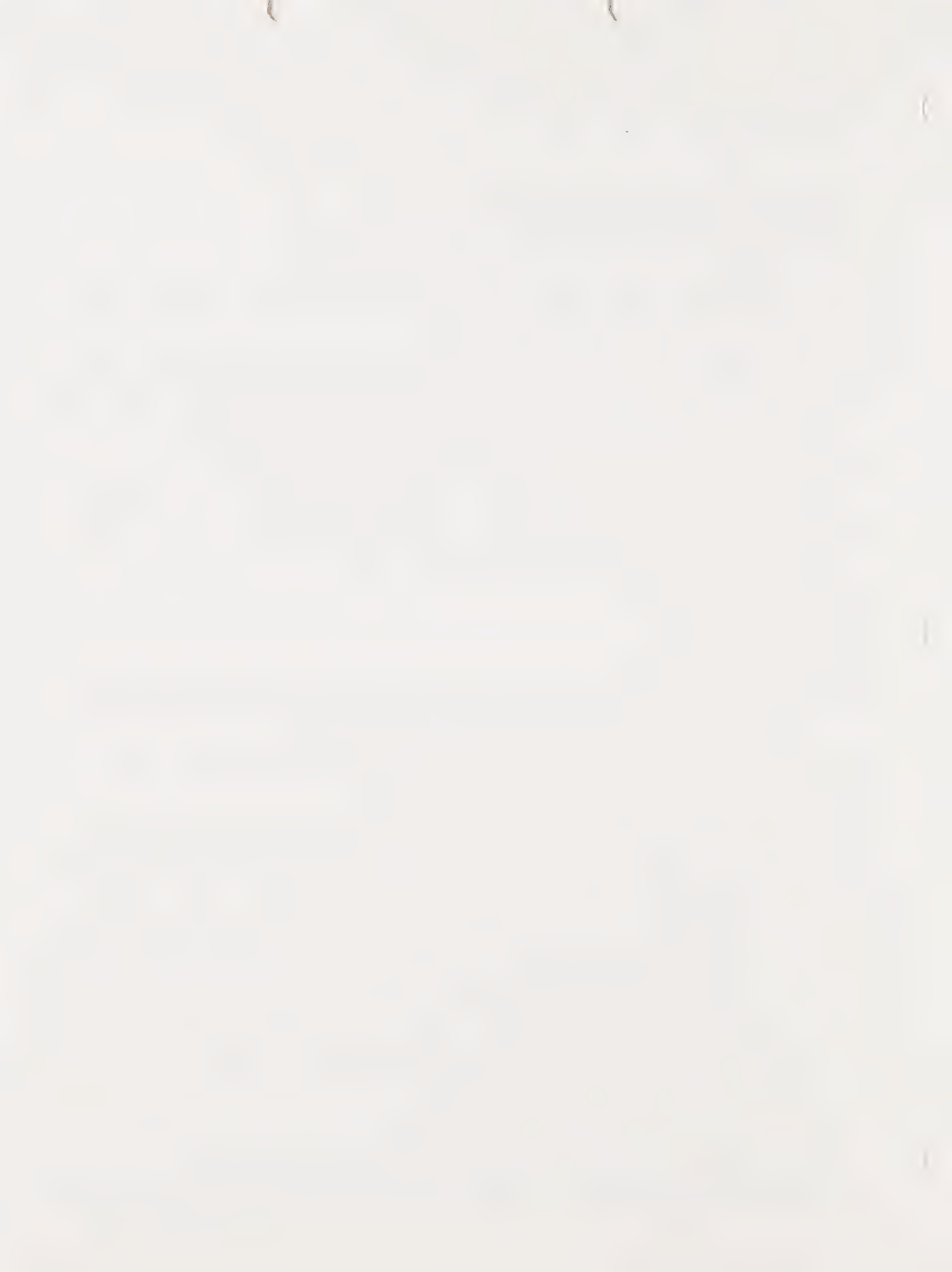
1. Plans for the expansion of facilities or extension of services shall be consistent with the General Plan.
2. An adequate supply, distribution and storage system for water, including reclaimed water, for domestic industrial and fire-fighting requirements shall be assured. New developments shall be required to meet a standard of adequate pressure and volume to keep current standards.
3. Future uses of the landfill site should be determined and a plan prepared so that ultimate contours can be established eliminating the need for costly excavation, grading and special construction.

Transportation

Roadways¹

1. The City shall take actions necessary to encourage the construction of the connection of Route 23 and Route 118 freeways.
2. The extension of major roadways should be accomplished in a manner most cost efficient to the entire City.
 - Arterial roads should be extended only to service areas contiguous to existing development except to promote major industrial development.
 - Arterial roads should be located to efficiently service a maximum number of units per mile or road in order to guarantee an adequate tax base for maintaining the arterial.
3. To ensure the smooth and safe flow of vehicles and bicycles, access points onto arterial roadways should be safe and limited.

¹Definition of various roadway classifications and standards for widths are located in Appendix C.



4. The use of painted medians on arterial roadways is preferred over that of raised medians to limit maintenance costs. Raised medians may be used under the following conditions:
 - to save mature trees and in limited areas for beautification purposes.
 - to increase safety where there are numerous driveway and sidestreet access points onto arterial streets.
 - where a history of accidents or safety complaints indicates a need for such a traffic control device.
 - where requested by a developer if a landscape maintenance district is set up to cover maintenance costs.
5. Streets shall be designed to discourage through traffic within residential neighborhoods.
6. The City shall set standards for private roadways.
7. Adequate off-street parking consistent with land use shall be provided in all areas.
8. Roadways, pedestrian areas, walks, street name signs and utilities in applicable outlying areas should be designed to convey a rural appearance while providing for low maintenance costs and safe and adequate drainage and passage of vehicles, pedestrians and bicyclists.
 - In areas of low density a reduction in the number of sidewalks or right-of-way width may be permitted.
9. Hillside roadways shall be designed to avoid harsh, cut surfaces which will not heal into natural-appearing slopes.

10. Roadways shall be dedicated, widened, extended and constructed according to standards set forth in the Circulation Table.¹ (Variations from "typical sections" as shown in the Circulation Appendix are encouraged if their purpose is to save mature trees, reduce ultimate scarring, separate pedestrians, bicycle riders and equestrians from vehicles, and to meet other General Plan Policies as long as safe and adequate passage of vehicles is assured. The spacing of parkway trees may be modified to preserve viewsheds from the hillsides.)
11. The City should study and determine acceptable standards for roadways and bikeways in older developed areas of the City which do not meet standards of the Circulation Table.
12. The City supports the state Scenic Highway law with the following policies:
 - The City should continue efforts to obtain state Scenic Highway designation for the Simi Valley Freeway from Kuehner Drive east to DeSoto Avenue.
 - The City should continue to pursue a program of its own Scenic Roads System within its Planning Area. Streets to be included are: Alamo Street between Sycamore and Tapo Canyon Road, Box Canyon Road, the Santa Susana Pass Road, Tapo Canyon Road north of Presidio Drive and south of Royal Avenue, First Street south of Fitzgerald Road, Olsen Road and Wood Ranch Parkway.

Paths and Trail Network

1. The City shall encourage and pursue the development of an interconnecting and safe system of paths and trails for pedestrians, joggers, bicyclists and equestrians.

¹Refer to Appendix C.

- Bicycle routes shall be designated on all arterials or alternate routes shall be provided. Wherever feasible, off-street bicycle paths shall be constructed along arterials and arroyos; major new developments shall be encouraged to provide off-street bicycle paths as feasible. Bicycle racks and storage facilities should be encouraged at public buildings, commercial buildings and industrial building sites with a large work force.
- Equestrian trails shall be provided along the arroyos and in the hillsides. Equestrian developments shall be designed to link into the horse trail system. Equestrianways should be separated from bicycleways and sidewalks. (Refer to Recreation and Park District's Equestrian Trails Map.)

Mass Transit

1. The City should attempt to provide adequate public transportation, giving routing, scheduling and increased capacity planning priority to the work force, youth, handicapped, senior citizens and shoppers.
2. The City should continue its support of Simi Valley Transit and cooperate in the efforts necessary to assure the incorporation or full coordination of the transit system with transit systems of adjacent areas.
3. The City should support regional commuter ride sharing programs such as car pooling and van pooling.
4. The City should continue to study the feasibility of a general aviation airport within its Planning Area.
5. The City should pursue grants necessary to provide the railroad station facilities necessary to be granted a passenger stop.
6. The City should support legislation which would improve the ability of the region to implement its multi-modal transportation system.



Staging of Development and Community Services

The City should work to assure that its General Plan Goals and Policies are reflected in regional, state or federal plans which affect the development and quality of life within its Planning Area.

Plans of other governmental agencies which impact the rate and type of development in the Simi Valley Planning Area are the Spheres of Influence Plan, which sets future boundaries for cities in Ventura County; the Air Quality Management Plan, which sets goals and policies for improving the County's air quality to meet Federal Standards by 1987; the "208" Areawide Waste Treatment Management Plan, which provides a countywide management and implementation program for improving local water quality; and the Ventura County Subregional Transportation Plan, which sets policies and outlines plans for major road and mass transit systems. All four of these have been based upon one set of phased population projections and development boundaries for the years 1985, 1990 and 2000, and the total package of plans is termed the Countywide Planning Program.

1. The City shall monitor and maintain growth rates within the "present growth trends" of the Countywide Planning Program.
2. Urban development should be encouraged to occur first on the valley floor.
3. In order to assure that full development of the valley floor may take place, outlying areas shall be allowed to develop only as the utility capacity is able to accommodate outlying area development in addition to full development of all land on the valley floor.
4. New development in the outlying areas should be contiguous to existing urban development.
5. A Capital Improvement Plan shall be developed which would indicate the expected times by which public facilities and utilities will be provided in the outlying area while reserving utility capacity for valley floor development.



6. New urban development should not result in the reduction of service levels (including sewerage, water, fire, police, parks and schools) to the community.
7. The total rate of development in the Planning Area should not exceed the capacities of the public facilities and utilities infrastructure to the point where safety and adequate service levels are endangered.

GENERAL PLAN MAP

The General Plan Map and the Actions of this chapter are intended to carry out the Policies of this chapter, the Map as a physical implementation tool and the Actions as programs or ordinance implementation tools.

Existing facilities (1979) are shown as specific sites with symbols. Proposed sites are shown only as symbols and should be provided as development creates demand and means are available for acquisition.

Two Hospitals are located within the planning area. The Hospital Overlay designation is intended for hospital and hospital related services and is not intended to include private medical offices.

There are twenty-four (24) Elementary Schools, six (6) Junior High Schools and three (3) Senior High Schools designated on the General Plan. Schools needed in the future are mapped as nodes to be located in a general area, but with no specific site delineated.

The Civic/Cultural Community Center and Park have been designated on the Map for the area bounded by Tapo Canyon Road, Alamo Street, Lemon Drive and Avenida Simi. This designation signifies the planned location of the City Hall, Police, County Services and various state, federal and social services offices.

The General Plan indicates five (5) Regional/Natural Parks, two at the west end of the valley (Oak Park County, Tierra Rejada), one to the southwest (Montgomery Ranch), one to the north (Tapo Canyon County), and one on the northeast of the valley floor (Chumash Wilderness).



Four (4) Community parks are identified, one at the Civic/Cultural Center, one on the east side of the valley and two on the west. The park on the Wood Ranch site is the only one shown as a node as its exact site is yet to be determined, thirty-one Neighborhood Park sites are located throughout the Planning Area, eight as nodes as their exact sites are yet to be determined. Eleven Special Purpose Parks (such as golf courses, equestrian parks, natural open spaces and historical parks) are shown, six of which have been acquired and five of which are shown as nodes.

The Master Trail System linking most of the parks, traversing the open space areas of the General Plan and providing regional connections with parks and open spaces of adjacent jurisdictions is shown on the Map. These locations generally follow the arroyo, watercourses, or fire roads with occasional side paths to lookout points. Variations are to be permitted as long as the links remain.

Four (4) existing Fire Stations are shown on the General Plan Map, in the east, north-central, central, and west valley areas, with three proposed sites shown at the north end of Brea Canyon, at the Public Services Center along Los Angeles Avenue and in the Wood Ranch area, southwest of the valley. The exact location of the proposed sites will depend upon finances, availability of land and the ability of the location to provide for acceptable levels of service.

The Sanitary Landfill/Airport and the Public Works site are two other public facilities shown on the General Plan Map. The landfill is the major refuse disposal site for the regional area. It will be phased into a general utility airport when filled if wind patterns prove acceptable and funding is secured.

The Simi Valley Freeway (Route 118) and its interchanges, Arterials and Major Collectors, are the road systems designated on the Map. Rights-of-way, curb-to-curb widths, medians, parkways and other details are listed for each of these in Appendix C. The exact location of the roadways and their design shall be determined through precise plans which respect General Plan Policies. The Railroad, its overcrossing and Station location are also designated. A map of the bikeway system using the roadways and arroyos is also located in Appendix C.

The only graphic representations of the development staging policies on the General Plan Map are the Open Space land use designation as outlined in Chapter V and the Industrial Reserve designation. Areas which are not expected to come under urban residential or commercial development until after 2000 have been designated as Open Space on the General Plan Map. These areas will be re-evaluated and redesignated for urban land uses consistent with regional growth rate plans at such time as the valley floor and the closer in canyons reach substantial development. The Industrial Reserve areas will be re-evaluated and redesignated other industrial designations at such time as valley floor industrial areas reach substantial development.

ACTIONS

The Actions of this chapter are intended to carry out the Policies of this chapter by way of programs, ordinances and other non-mapping means.

Cost Effectiveness

- A. Whenever major changes to charges or services appear necessary, the City Council and the applicable special district shall solicit and promote informed citizen opinion through appropriate means.
- B. The City shall strongly encourage density transfers to save future school or park sites until such time as the Districts are able to acquire them.
- C. A cost-revenue evaluation shall be performed for any residential project over 200 units, any commercial project with projected uses for which the City has a leakage factor of under 5% and any industrial project of over 15 acres.
- D. The Bridge Policy, Drainage Master Plan and Traffic Signal policies and regulations should be analyzed and revised by the end of 1980 to permit the City to collect from developers the actual cost of construction of such new facilities.

Health

- A. The City should undertake a program in coordination with the Ventura County Medical Society and the county to determine the specific medical specialist skills needed in the City and to actively encourage specialists possessing these skills to establish practices within the community.
- B. The City shall develop a Hospital Overlay Zone in order to limit land uses within that zone to hospital services.

Education

- A. Walk-in accessibility to schools will be judged using the following standards:

| <u>Grade</u> | <u>Distance</u> |
|--------------|-------------------------|
| Kindergarten | 1 mile walking distance |
| 1-3 | 1 1/4 miles |
| 4-6 | 1 1/2 miles |
| 7-9 | 3 miles |
| 10-12 | 3 1/2 miles |

If any proposed development which generates students lies beyond these accessibility standards, it should not be approved unless the Simi Valley Unified School District certifies that adequate mitigation to such problems exist.

- B. New residential development shall be reviewed to ensure safe and convenient access to schools using the following guidelines:
- Sidewalks or paths should be provided which lead children to schools and paved waiting areas at bus stops. Road crossings shall be clearly marked.
 - Where no sidewalks or paths exist, or are not planned in the near future, it will be the responsibility of developers to provide alternate access.

Civic/Cultural

- A. The City, the Chamber of Commerce and the Recreation and Parks District should work jointly to develop a promotional program to secure tenants and development funding for the Civic and Cultural Center and the Civic Center Community Park.
- B. All development proposals adjacent to the Civic Center site should be reviewed for compatibility of use with the Civic Center.

Recreation

(See also Transportation--Trails)

- A. The Recreation and Park District shall update its General Plan to reflect changes in community needs and interest.
- B. Parkland or in-lieu fees shall be required of all residential developments per the Parkland Dedication Ordinance. This ordinance shall be updated periodically as needed.
- C. The Recreation and Park District shall inform the City during the review of each residential development and in an Annual Report of the planned disposition of the Quimby Act land/fees per each development.
- D. The District will continue to pursue the establishment of a fees and charges program to assist in offsetting the cost of providing recreational facilities and programs.
- E. The District will continue to pursue the preservation of historical sites and structures.
- F. The District will develop a conservation plan for wilderness park areas and will coordinate with the Department of Community Development in ensuring land use compatibility with surrounding uses.
- G. The District in coordination with the City and county shall establish a Joint Powers Authority for the preservation and maintenance of public open space and public open space easements within and adjacent to the District's boundaries.



Fire and Police

- A. The City shall formally request the Fire District to maintain, at minimum current service levels for the entire City.
- B. The City shall maintain an acceptable level of police services.

Emergency Disaster Program

- A. The City shall continue to update a system of evacuation routes and critical services to be provided in the event of disaster.
- B. The City shall complete its Emergency Disaster Program for the City of Simi Valley.
- C. The City shall work with the Pacific Telephone Company to assure the continuity of telephone service during emergency and disaster situations.
- D. The City shall work with the Calleguas Municipal Water District to assure that in the event of a major fire there shall be an adequate supply, distribution and storage of water for meeting major fire-fighting needs while maintaining an adequate minimal level of service to meet domestic/commercial/industrial needs.

Transportation

- A. A study shall be conducted to determine the actual widths and improvements on all existing arterial roadways in the City. Those which do not meet typical standards and which are in areas in which near term improvements are not likely, should have special designs to accommodate traffic and to assure path and trail systems are continuous whenever possible. The dimensions of street improvements in Appendix C may need to be amended as a result of this study, (to be completed by June, 1980). In the interim, in-field measurements shall be taken of the actual width of arterials, location of structures and other pertinent improvements in the areas of proposed development.

- B. The City shall revise its roadway standard designs to make City standards compatible with county standards. Additional standard designs relating to grading, pathways, utilities, street signing and other criteria as appropriate for rural areas, hillside roadways, private roadways and private shared driveways should be developed.
- C. The City should develop plans for internal (local) street systems in small areas of many ownerships in cooperation with property owners. A phasing methodology should be part of this plan. The circulation networks should be drawn on the City's copy of the assessor's maps. In certain areas, Specific Plans shall be adopted per Appendix B.
- D. Precise planning to assure future continuity and alignment of roadways consistent with General Plan Policies shall be required of proposals in presently undeveloped areas at the time of proposed development submittal. Such planning shall extend outside the boundaries of the proposed development to the extent necessary to realize an alignment which also best fulfills the Policies of the General Plan.
- E. The City shall develop the details of its own scenic roads program to preserve and make the most of existing scenic features. Standards for landscaping, setbacks, medians, pathways, signing, grading, architectural and land use review shall be designated as appropriate for each scenic-designated street.
- F. The City and the Recreation and Park District shall complete a review of the multi-purpose Master Trail System Map. The City shall review proposed development projects with consideration given to the feasibility of off-road pedestrian, bicycle and equestrian trails and to ensure that the continuity of the trail system is maintained.
- G. New projects should be reviewed with consideration given to the provision of bicycle racks and storage facilities.
- H. The City should actively support the cooperative CalTrans, SCAG, and six-county-region ride-sharing program (buses, car pools, van pools, trains).

- I. The City shall pursue grants for a railroad station and parking lot and for the successful designation of Simi Valley as a passenger stop.
- J. The City shall continue its studies to determine the feasibility of a general aviation airport on the sanitary landfill site. If feasibility is shown, plans should be made to ensure that the filling of the area coordinates with the airport layout and thus minimizes airport development costs.

Development Staging

- A. The City shall monitor its rate of residential growth and shall adopt regulations regarding the issuance of building permits as necessary to maintain the rate of growth within the "present growth trends" of the Countywide Planning Program.
- B. The City and the various service agencies serving the Planning Area should reserve whatever capacity is required for valley floor development. Development in areas beyond the valley floor shall be permitted only with excess capacity. Expansion and maintenance costs beyond the capacity needed for valley floor development are to be paid by the outlying area development which requires the expansion.
- C. A five-year Capital Improvements Plan shall be adopted by the City and made part of the General Plan. The Capital Improvements Plan shall be consistent with other regional and local plans including the Countywide Planning Program.
- D. An annual Capital Improvements Program shall be prepared which outlines capital improvements expected over the ensuing year. The Planning Commission shall review the program and judge its consistency with the General Plan and the five-year Capital Improvements Plan.
- E. The City shall encourage other governmental agencies and entities to develop capital improvements projects consistent with Simi Valley's General Plan.

- F. All public agencies shall be requested to submit to the Department of Community Development a list of proposed public works projects recommended for planning, initiation, or construction during the ensuing fiscal year, with such information as may be necessary to determine conformity with the General Plan. The department will list, classify and prepare a coordinated program of these public works projects and submit them to the Planning Commission and the City Council. The Commission and Council shall review these and report through the department to the agencies as to the conformity of the projects with the General Plan.
- G. All public agencies should be requested to submit to the Department of Community Development for Planning Commission and City Council review all plans for acquisition or abandonment of property for public purposes and for authorization or construction of public buildings or structures, if the General Plan applies thereto. The location, purpose and extent of these projects will be reviewed by the Commission and Council and their finding as to General Plan conformity reported to the respective agency.

APPENDIX A
GENERAL PLAN CONSISTENCY GUIDELINES

The purpose of this appendix is to provide specific guidelines to the City and county for the interpretation of the General Plan and to provide guidelines for determining whether or not specific land use proposals are consistent with the General Plan.

1. To the maximum feasible extent, all applicable Policies of the General Plan, whether or not they directly mention a specific land use, shall be met by any development proposal in order to find that proposal consistent with the General Plan.
2. Any existing or proposed land use which is the same as that designated by the General Plan for the property in question and which serves to further implement the Goals and Policies of this General Plan shall be determined to be consistent with the General Plan.
3. General Plan land uses are grouped into several broad categories including Open Space, Residential, Commercial, Industrial and Public/Semi-Public. To be consistent with the General Plan, a proposed land use must fall into the same broad category as the use shown on the General Plan. For example, it is inconsistent with the General Plan to propose a residential project on land with the General Plan category of commercial.
4. On land designated as residential, the number of existing or proposed units per gross acre must fall within the range of units allowed by the applicable land use designation or the next lower one in order to be considered consistent with the General Plan. If the existing or proposed number of units is less than or more than the number of dwelling units allowed in the two density ranges, there shall be an inconsistency with the General Plan. Exceptions to this guideline are outlined below.
 - In the case of senior citizen housing, the granting of density bonuses may result in more dwelling units per gross acre than allowable in the applicable residential General Plan designation. Such cases shall be considered consistent with the General Plan if

the total site coverage is similar to that commonly experienced under normal circumstances for the subject General Plan designation, and other Policies of the General Plan are significantly advanced by the increased density.

- If natural or man-made site constraints prohibit the construction of enough dwelling units to fall within the number of dwelling units allowed in the applicable General Plan designation, the proposal shall still be considered consistent with the General Plan if it is found that all reasonable alternatives have been exhausted in providing an adequate number of dwelling units.
5. If there are two or more specific General Plan land use designations on any parcel of land under consideration for development, the arrangement of the specific land uses in the development proposal must be in proportion to and similar to the intent of the subject specific General Plan designations. For instance, if there is shown on the General Plan 15 acres of Medium Density Residential and five acres of High Density Residential on a 20-acre parcel of land, for a proposal to be consistent it should have roughly five acres (75 dwelling units) of High Density Housing and 15 acres (55 dwelling units) of Medium Density Housing. A proposal which indicates 130 dwelling units all on roughly equal size lots would be inconsistent with the General Plan.
 6. Any existing legally divided parcel of land which wholly falls into the Open Space category shall be entitled to at least one dwelling unit regardless of its size. If any parcel of land has two or more specific land use designations, one of which is Open Space, no parcel of land less than 40 acres in size, or smaller than the Open Space area itself, whichever is smaller, shall be created on the land designated as Open Space. If, in the above case, a parcel of land less than 40 acres in size is to be created including land designated as Open Space, it must be found that the purpose (Chapter V) of the Open Space designation is not being violated and that all other relevant policies of the General Plan

are being met. Dwelling units which can be built on the Open Space land may be transferred to any other residential land use designation on the parcel.

Some land which is designated on the General Plan Map as Open Space may, upon detailed investigation, not meet the criteria for the Open Space designation (Chapter V) and may be a reasonable extension of another land use. In such cases, it shall be consistent with the General Plan to propose a land use other than Open Space. Such a proposed land use shall be the same as that which predominates in the adjacent area.

7. Commercial and Industrial land uses shall be considered consistent with the General Plan if the use is in the same broad land use category (i.e., commercial or industrial), and is an equal or less intense use than those intended for the specific land use designation. However, the predominant use(s) proposed are to be the same as those intended for the specific land use designation.

- In designations for the specialty commercial areas, Sub-Regional Commercial, Office Commercial, Recreational, Commercial, and the one (or more) utilized General Commercial hotel/motel node(s), only uses intended for that designation shall be considered consistent. For instance, a supermarket would not be consistent with any of the above designations.

- The Business Park designation may allow certain commercial uses which directly serve the work-related needs of the Business Park's tenants and employees.

8. A parcel of one acre or less in area may have a zoning or use other than is called for by the General Plan Land Use Map if such a) tends to further the Policies of the General Plan; and b) does not inhibit or obstruct the attainment of these Policies. In determining a) and b), the size, zoning and use of neighboring parcels shall be considered to determine if there may be a cumulative effect on a number of one-acre or less parcels.

9. Nothing in these guidelines shall be interpreted to conflict with or negate any Policy of this General Plan.

TABLE
GENERAL PLAN - ZONING CONSISTENCY MATRIX

| GENERAL PLAN DESIGNATION | ZONING DESIGNATION | | |
|-----------------------------|----------------------------------|-------------------------------------|---------------------------------|
| | Full Consistency ¹ | Limited Consistency ² | New Zone ³ Needed |
| RESIDENTIAL | | | |
| Residential Estate | R-0, R-E, R-P-D | A-E, R-A, R-1 | |
| Very Low | R-A, R-0, R-P-D | A-E, R-A, R-1 | |
| Low | R-A, R-0, R-E, R-P-D | A-E, R-A, R-1 | |
| Medium | R-E, R-1, R-P-D | | |
| Intermediate | R-2, R-P-D | R-3 | |
| High | R-3, R-P-D | | |
| Very High | R-3, R-P-D | | |
| Mobile Home Park | T-P-D | | |
| Mobile Home Subdivision | | | Yes |
| COMMERCIAL | | | |
| Sub-Regional | C-P-D, C-0 | | |
| District | C-P-D, C-0 | | |
| General | C-P-D, C-0 | | |
| Office-Commercial | C-0 | | |
| Recreational- Commercial | R-A, R-0, R-2, R-3, C-P-D | | Yes |
| Commercial Nodes | C-P-D | | |
| INDUSTRIAL | | | |
| General | M-1, M-2, M-3 | | |
| Light | M-2, M-2 | | |
| Business Park | | M-1 | Yes |
| Reserve | A-E, O-S | | |
| OTHER | | | |
| Public Service | All zones ⁴ | | |
| Civic Center | C-C | | |
| Open Space | A-E, R-P-D, O-S | | |

¹Only those zones listed for each General Plan designation are consistent.

²Limited consistency indicates that a case-by-case evaluation will be needed to determine General Plan consistency.

³A new zoning classification may be needed.

⁴Public service uses should be located in the zone most appropriate for that use.



APPENDIX B
DEFINITION OF A SPECIFIC PLAN¹

A Specific Plan is a plan adopted either by ordinance or resolution for a particular area of land. The Plan must be consistent with the General Plan and serve to implement all aspects of the General Plan relevant to the designated area. A Specific Plan may serve to take the place of zoning, and thus provide greater flexibility in laying out the land uses.

Several areas have been identified for special treatment by means of Specific Plan. These areas are primarily those which 1) have potential circulation problems which need be resolved prior to development of any of the individual parcels; 2) have a lot size and shape pattern which may contribute to substandard development in the absence of a coordinating mechanism; 3) are areas critical to the economic development of the community, or 4) are relatively large vacant areas for which a wide variety of specific land uses, design and a circulation pattern should be detailed prior to any one portion developing by itself.²

¹For legal definition, see Section 65450.1 of the State Government Code.

²The City's RPD zone and permit process partially addresses some of the problems of traditional zoning, but it is limited when compared to the Specific Plan.

- The RPD can not be used in industrial areas.
- Commercial uses are limited in RPD areas to those which serve only the residents (except nurseries).
- The RPD does not permit permanent agricultural uses of non-accessory private recreational facilities such as golf clubs and stables.
- Cross property line problems and opportunities usually can not be addressed in depth as generally a permit is applied for by only one property owner at a time. (Examples of public purposes often needing wider area plans include protection from freeway and railroad noise, protection of neighborhood character, a coordination of street patterns to reduce numerous driveways or roads onto major traffic arterials and to prevent the loss of unnecessary land on industrial property to circulation use, and the continuity of public recreation trails.)

SPECIFIC PLAN AREAS

This Appendix lists those areas where a Specific Plan will be needed and the purposes and some general standards for each Plan. It should be noted that the land use designation standards are to be considered approximate; the Planning Commission and City Council will need to examine the details of each Plan as it is detailed to determine if it can be considered consistent with the General Plan.

In general, those areas for which Specific Plans have not been enacted to date (1979) are Wood Ranch, Southeast Los Angeles/Madera, the West End Freeway Hillside Business Park area, the Tapo Canyon/Civic Center area, Marr Ranch, Douglas Ranch and Runkle Ranch. (See Map, last page of this appendix.)¹

Adopted Specific Plans

The following are specific plans which were prepared since the original General Plan and prior to this update.

1. Kadota Figs Land Use Plan

Location: The 448 acres bounded by Alamo Street, Stearns Street, Leeds Street, Ralston Avenue, Cochran Street and Tapo Canyon Road.

Purpose: To address concerns about the narrow, deep lots, horse keeping and the freeway bisecting the area.

¹It should be noted that four areas have been designated for a local street circulation plan without the requirement of a Specific Plan due to the number of small individual ownerships and the inability of any one of them to plan and implement streets for the entire area. These areas are the East Atherwood area (Erringer to First), South Kadota Figs, the Low Density area between the freeway near Simi High and the Northeast Cochran/Tapo High Density area.

2. Patricia Avenue Land Use Plan

Location: The area bounded by Los Angeles Avenue, Erringer Road, Royal Avenue and First Street.

Purpose: To address commercial intrusion along Patricia Avenue, lot configuration, circulation, horse keeping and the bisection of the area by the Arroyo Simi.

3. Tapo Ranch Land Use Plan

Location: The area generally bounded by Avenida Simi, Reservoir Drive, Alamo Street, Sycamore Drive, a line delineating the 20% slope along the northerly boundary of the valley north of Ditch Road and a generally north-south line, west of Country Lane.

Purpose: To address the preservation of the large lot character of the area.

4. Freeway Land Use Plan

Location: The freeway corridor, between Alamo and Cochran Streets, the length of the Planning Area.

Purpose: To address special land use problems of properties located near the freeway.

Areas and Purposes for Specific Plans

A. Wood Ranch

Location: About 3,000± acres south of Olsen Road, extending across the Bard Reservoir inundation area up into the hills to the Planning Area border with Thousand Oaks.

Purpose:

1. Address safety concerns regarding development in the dam inundation area.
2. Provide for an orderly phasing of development relative to the provision of adequate public services.

Standards: 1. The overall mix of land uses should be as follows:

| <u>Density Designation*</u> | <u>Acreage</u> | <u>Units</u> | <u>%</u> |
|--|-----------------|--------------|---------------|
| Very High | 35 | 758 | (19.5) |
| High | 35 | 514 | (13.2) |
| Intermediate | 214 | 1,538 | (39.6) |
| Medium | 113 | 521 | (13.6) |
| Low/Residential Estate | 303 | 511 | (13.4) |
| Commercial | 17 | | |
| Parks (Community & Neighborhood) | 60** | | |
| Elementary School | 10 | | |
| Fire Station | 1 | | |
| Major Roads | 62 | | |
| Open Space & Special Use Facilities | <u>2,162***</u> | <u>40</u> | <u>(1.1)</u> |
| Total | 3,012± | 3,882 | (100.0) |

*These figures have considered the Hillside Performance Standards and are based on macro scale planning. Slight revisions to acreages and numbers of units might occur during detailed planning.

**This acreage represents Quimby Act dedication for land only. This acreage could change to reflect a combination of land dedication, and cash-in-lieu fees to be used for park development.

***Special purpose parks such as a golf course, a tennis complex, a sun and swim club, and an equestrian center are included. The inundation area of 177± acres below Bard Reservoir is included.

2. The dam inundation area and the area presently set aside for a retention basin are assigned units at a low density rate. Dwelling units, however, may not be constructed in these two areas and those units which have not been allocated must be transferred to other portions of Wood Ranch.

3. Very High, High and Intermediate density areas shall be predominately along Olsen Road. Some small clusters of higher density attached units may be provided elsewhere.
4. The commercial area shall be adjacent to, but shall not have access from Olsen Road. The commercial facilities shall be designed to primarily serve the residents of Wood Ranch, Montgomery Ranch and other neighborhoods in the southwest portion of the Planning Area.
5. The low density units are intended to be provided in a wide variety of lot sizes on slopes under 20%. The inclusion of agricultural uses on a number of these is encouraged. Residential Estate area(s) shall be provided for.
6. Integration of the commercial and highest density uses is encouraged.
7. The basic community policy of overall density decreasing with distance from the valley floor shall be followed.

B. Los Angeles Avenue/Madera Road

Location: Approximately 70 acres, south of Los Angeles Avenue between Madera and Sinaloa Roads.

- Purpose:
1. Provide a primarily adult-oriented residential-commercial area in the community.
 2. Ensure the architectural integration of the commercial uses with the residential uses with a village scale and effect.
 3. Encourage an integrated design across property lines.

Standards: 1. The overall mix of land uses should be as follows:

| <u>Density Designation*</u> | <u>Acreage</u> | <u>Units</u> |
|-----------------------------|----------------|--------------|
| Very High | 13 | 325 |
| High | 12 | 180 |
| Intermediate | 20 | 140 |
| Commercial | <u>25</u> | <u>-</u> |
| Total | 70 | 645 |

*At target density. These figures have not been adjusted for any density bonuses.

2. Commercial uses shall be centered around the corner of Los Angeles and Madera, with first priority for commercial designation on the corner 15 acre parcel.
3. Land uses shall appear at least close to the mix in (1) above, with a mix of housing styles including townhouses and garden apartments.
4. Any structure should take into consideration the sensitivity of the existing residential subdivision to the south, or adjacent to arterials unless a large landscaped setback is provided.
5. A percentage of the units shall be designed for senior citizens, preferably in one area of the site rather than scattered throughout.

C. Freeway Hillside Industrial Area

Location: Industrially designated property adjacent to the freeway between Los Angeles Avenue, the railroad and a line that would be the imaginary westerly extension of Alamo Street (1500± north of the freeway), an area which contains particularly highly visible knolls/ridgelines and valley and canyon floor properties easily viewed from above on the freeway.

- Purpose:
1. To provide a quality industrial image for the City to travelers of Route 118 and the route of Route 23/Olsen/Madera/Route 118.
 2. To convey the appearance of an organized, unified economically strong industrial park.
 3. To ensure a coordinated road system through parcels of diverse ownerships.
 4. To encourage that a percentage of lots are reserved for large employers.

- Standards:
1. Standards should be set in the plan to ensure top quality architecture and siting for buildings in areas of highest visibility.
 2. Master landscaping and lighting themes should be set in the plan to ensure an image of unity and quality both day and night.
 3. The plan should ensure there is no outside storage or loading areas visible from the freeway, roadways or customer areas.
 4. The plan should set standards to ensure that large parking areas, especially those visible from the freeway and roadways above, are made attractive by landscaping.
 5. The plan should include a circulation system for the entire area with roadways located and landscaped with regard to appearance from the freeway and major arterials as well as to safety.
 6. The plan should set standards as to the utilization and development of all slopes over 20%.

D. Civic Center/Freeway Site

Location: The 38-acre parcel west of Tapo Canyon Road between Alamo Street and the freeway immediately south of the Civic Center site.

Purpose: To ensure a combination of uses which enhance as well as benefit by the City's Civic Center.

Standards: 1. The mix of land uses shall be as follows:

| <u>Density Designation</u> | <u>Acreage</u> | <u>Units</u> |
|----------------------------|----------------|--------------|
| High | 6 | 90 |
| Medium | 14 | 52 |
| General Commercial | <u>18</u> | <u>-</u> |
| Total | 38 | 142 |

2. As this is a unique commercial location, it shall be reserved for those types of commercial use which particularly benefit by their proximity to the Civic Center. By design criteria, such uses include offices (legal, realty, engineering, architecture, social services, etc.), banks, restaurants, personal service stores and small or convenience markets and the like.
3. The site shall be designed to integrate the commercial and residential uses through similarity of materials and style, shared landscape features (e.g. a buffer of water or greenbelt between the offices and restaurants and the townhouses and apartments), and pedestrian walkways.
4. Lower profile and medium density units shall be located along the westerly property line to integrate the development with the single family medium density area adjacent to the west.
5. Provisions for a percentage of senior citizen housing should be included in the plan.

E. Marr Ranch

Location: Approximately 2,700 acres north of the Texas Tract and Indian Hills, extending into the Santa Susana Mountains including the easterly side of Tapo Canyon.

- Purposes:
1. To provide for phasing of development and for land uses a) which ensure minimal traffic impact upon local streets and which do not over congest arterials in the area, and b) which meet the City's guidelines regarding the "present growth trends" of the County-wide Planning Program.
 2. To ensure that land uses and their phasing are consistent with the plans of Water Works District #8 within Tapo Canyon and Ventura County Flood Control in Las Llajas and Los Chivos Canyons.
 3. To increase the availability of recreational opportunities for the community.

- Standards:
1. The land use mix within the Marr Ranch Specific Plan shall be as follows:

| <u>Density Designation</u> | <u>Acreage</u> | <u>Units</u> |
|----------------------------|----------------|---------------|
| High* | 70 Maximum | 900 Maximum |
| Intermediate* | | |
| Medium | 2,437 | 830 |
| Low | | |
| Residential Estate | | |
| Open Space | | |
| General Commercial | 17 | |
| Parks | 26 | |
| Elementary School | 10 | |
| Roads | 40 | |
| Total | 2,548 | 1,730 Maximum |

*That all High and Intermediate Density units shall be located north of the Indian Hills tract and east of the Texas tract.

2. Land uses shall not result in a reduction in Level of Service to major arterials in the area below Level of Service D.
3. Land uses within Open Space areas shall be calculated at one du/40 acres.
4. Development shall be phased and/or constructed so that Yosemite Avenue access to the freeway is available from the first phase as well as from subsequent phases.
5. Land uses within Tapo Canyon shall be consistent with maintaining the City's and Water Works District #8's ability to develop a reservoir within the canyon.
6. Continuity of the trail system with that of the State Santa Susana Mountain Park and the Rancho Simi Recreation and Park District shall be assured.
7. Commercial allocations should be designed to serve primarily the residents of the Marr Ranch and not residents of the valley floor.
8. The Environmental Impact Report is to cover the entire planning area of Marr Ranch as opposed to being segmented.
 - a) The Environmental Impact Report on the Specific Plan shall include analysis, discussion and proposed mitigation measures on the issue of Valley Fever.
9. Access over private land to publicly owned lands shall be assured.
10. One elementary school site shall be designated on the southeastern portion of the site.

11. Consideration shall be given to the impact upon existing development.
12. That only single family detached dwelling units shall be located adjacent to and north of the Texas tract.

F. Douglas Ranch

Location: Approximately 354 acres north and west of the Simi Valley Freeway and Kuehner Drive, extending into the Santa Susana Mountain foothills and east of Indian Hills Wilderness Park.

Purpose: 1. Maintain and enhance the scenic nature of the area as viewed from the freeway.

Standards: 1. The overall mix of land uses shall be as follows:

| <u>Density Designation</u> | <u>Acreage</u> | <u>Units</u> |
|----------------------------|----------------|--------------|
| High | 25 | 375 |
| Intermediate | 35 | 245 |
| General Commercial | 8 | - |
| Commercial Recreation | 9 | - |
| HPS* | <u>278</u> | <u>86.5</u> |
| Total | 355 | 706.5 |

*The General Plan designation determined the residential unit count allocated the property for residential areas under 10% slope; the HPS (Hillside Performance Standards) applied to the topography determine the residential unit count allocated the property for residential uses above 10% slope.

2. Approximately 9 of the units resulting from the HPS count may be used for 2 to 10 acre estate lots adjacent to Indian Hills; the remainder may be transferred to any High Density or Intermediate Density area.

3. The General Commercial area shall be northwest of the intersection of the freeway and Kuehner Drive. Commercial uses appropriate for this area include motels, convenience centers, coffee shops, restaurants, day-care centers and gas stations.
4. The Recreational Commercial area shall be at the southwest corner of the property, bounded by the freeway, Douglas Drive and Cochran Street. Appropriate uses shall include conference centers, swim and tennis clubs, exercise clubs and entertainment facilities.
5. A dinnerhouse restaurant shall be a permitted use adjacent to the southeast clustered residential area in proximity to the freeway. Site planning and architectural design shall ensure the compatibility of this use with adjacent residential uses as well as recognition of the visual impact from the freeway.

G. Runkle Ranch (portion of)

Location: South of the Arroyo Simi, from Brandeis on the east to approximately Mt. View Elementary School on west.

Standards: The overall mix of land uses should be approximately as follows:

| | |
|----------------------|-------------|
| Intermediate Density | - 25 acres |
| Medium Density | - 50 acres |
| Low Density | - 25 acres |
| Residential Estate | - Node |
| Park | - 7.5 acres |
| Open Space | - Remainder |

H. Runkle Ranch (portion of)

Location: Approximately 47.3 acres located adjacent and south of Royal Avenue, approximately 1,000 feet south of Appleton Road.

Purpose: The ultimate design is to achieve a sensitivity to and a compatibility with the surrounding neighborhoods through the development of single family detached homes.

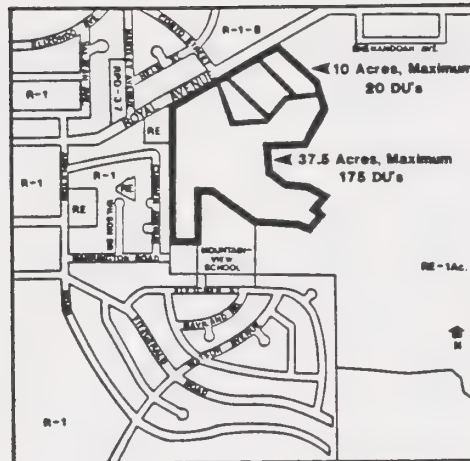
Standards: 1. The total number of dwelling units is not to exceed 195. The entitlement is awarded as follows:

| | | |
|--|----------|--------------------|
| Basic Allocation (Medium Density) | 37.3 ac. | 187 dwelling units |
| Density Bonus for communitywide amenities (off-site improvements on Royal Avenue) | 10.0 ac. | 8 dwelling units |
| | _____ | _____ |
| TOTAL | 47.3 ac. | 195 dwelling units |

Additional density bonus units are not available in the Specific Plan project area for any reason.

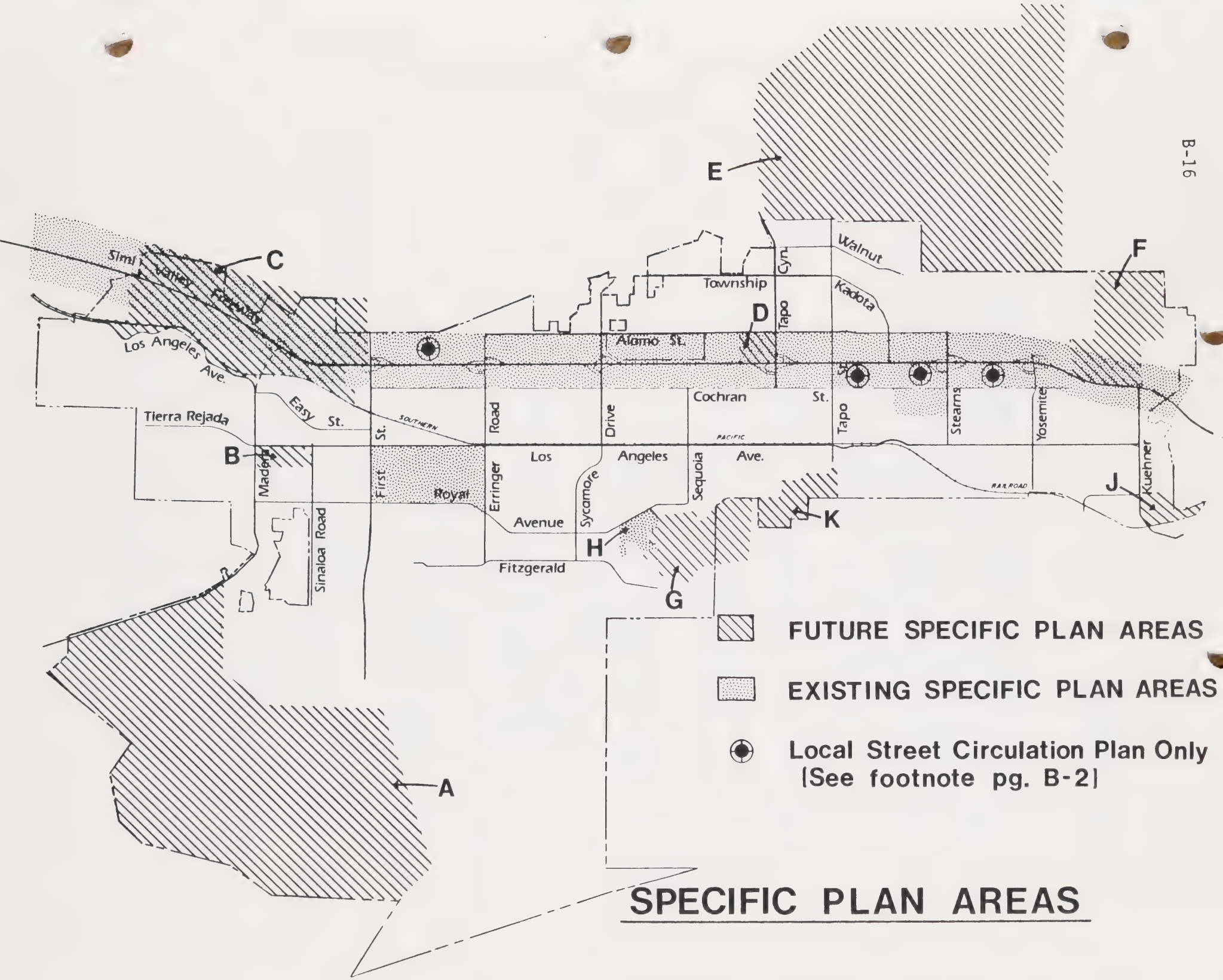
2. The units shall be sited as shown on the figure below. Twenty units are to be located on the 10 acres adjacent and south of Royal Avenue. Said 10 acres to be deed restricted to have not more than 20 single family residential lots. The remaining 175 units will be located on the balance of the project area.

FIGURE I



3. Commercial land uses are not permitted. The Specific Plan will consist of residential uses only.
4. No structures higher than two stories are permitted within the project area. (Tuck-under parking constitutes one story.)
5. Two story units shall be placed away from existing development.
6. Buffer areas shall be provided adjacent to existing residential land uses.
7. Each residential unit shall be developed as a single family detached unit. No attached housing is permitted in the project area.

8. Grading is to be kept to a minimum and is not permitted in slopes that are greater than twenty percent.
9. Grading shall compliment the natural terrain.
10. The development criteria which has been established in Chapter III of the General Plan, subsection Project Design, shall be followed. Said standards shall guarantee a design sensitive to the natural terrain and harmonious with adjoining uses.
11. The Specific Plan is to provide for street improvements to include the widening, to four lanes, of Royal Avenue, west of the project site.
12. Storm drain improvements are to be provided as necessary.
13. Loveday Street is to be closed to through traffic.
14. Sidewalks are to be provided on Loveday Street.
15. Flood control measures are to be provided to handle the downstream flow of water on the north and southwest side of the project.
16. Healthy and mature trees are to be retained. Development of the Specific Plan area is subject to the Skyline Tree Preservation Policy.
17. The discretionary aspects of the Hillside Performance Standards are to be discouraged and the standards are to be followed to the strictest letter.
18. On-site grading to fill the ten acres adjacent and south of Royal Avenue is to be limited to the necessary grading for roads and house pads within the development area.



APPENDIX C CIRCULATION STANDARDS

There are two standard nomenclatures for street design work, one for rural areas and one for urban areas. Simi Valley, for the most part, uses the county design plates which draw from both the standard nomenclatures. The City will vary from the county plates to provide enriched parkways and medians and to preserve the contours of the terrain and mature trees. For those familiar with one or another nomenclature, the following matrix is given:

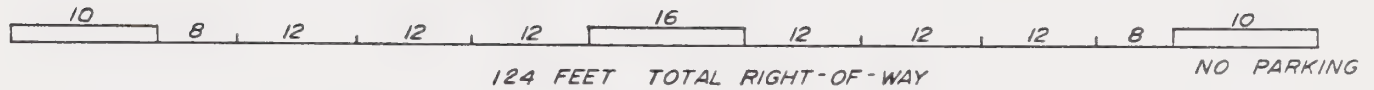
| Rural | | Urban | | County |
|------------|--|------------|--|-------------------------------------|
| Interstate | | Expressway | | Freeway (Caltrans plate not County) |
| Primary | | | | Primary |
| | | Arterial | | Secondary (controlled access) |
| Secondary | | | | Secondary (free access) |
| | | Collector | | Standard Collector |
| | | | | Hillside Collector |
| Tertiary | | | | Rural |
| | | Local | | Local Roads |
| | | | | Hillside Local Roads |

Definitions and purposes of each are as follows:

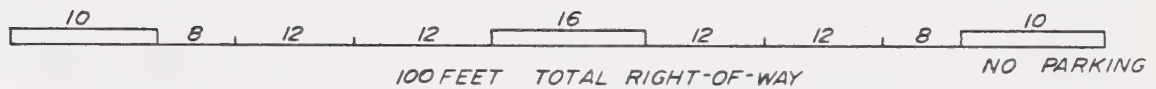
| | |
|-------------|--|
| Freeways | Provide regional and metropolitan links. Limited access; no grade crossings; no traffic stops. |
| Interstates | Freeways which provide links between major cities in different states. |
| Expressways | Provide metropolitan/city continuity; limited access; some channelized grade crossings and signals at major intersections. Parking prohibited. |

| | |
|--------------------------------|--|
| Primary | Provide unity throughout contiguous urban areas. Limited access; may have grade separations. Parking prohibited. |
| Arterial | Provide for through traffic movement between areas and across the City with limited access by commercial and industrial use and no direct access by residential driveways. Usually form boundaries for neighborhoods. |
| Secondary (minor arterials) | Main feeder streets. Signals where needed; stop signs on side streets. Occasionally form boundaries for neighborhoods. controlled access-- access from driveways, especially residential, is limited. free access-- access from driveways is not limited; speed limit less than controlled access secondary. |
| Collector | Main interior streets. Stop signs on side streets. Hillside collector--reduced right of way to reduce grading but curb to curb same as standard collector. Reduced allowable speed, increased allowable gradient. |
| Rural | Use in open space (farm land, forest, etc.), areas with minimal density. May perform function of arterial, secondary or collector depending on density of area. Design speeds similar to secondary. |
| Local | Local service streets. Non-conductive to through traffic. Hillside local-- reduced right of way to reduce grading, but curb to curb same as standard local. Increased permissible gradient. |

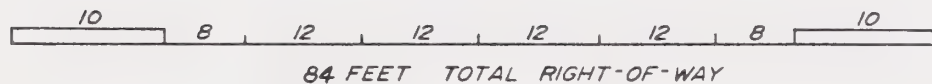
STANDARD RIGHT-OF-WAY PLATES



PRIMARY
(CONTROLLED)



SECONDARY
(CONTROLLED)



SECONDARY
(FREE ACCESS)



COLLECTOR

RURAL AND INDUSTRIAL ROADS, SIDEWALK ONE SIDE ONLY
 COMMERCIAL SIDEWALKS ADJACENT TO CURB, TREE WELLS
 PARKWAYS LOW MAINTENANCE PLANTS AND TEXTURED SURFACES, LARGE VARIETY TREES

CIRCULATION TABLE ABBREVIATIONS

CATEGORIES

| | |
|-----|-----------------------------|
| PCA | Primary Controlled Access |
| SCA | Secondary Controlled Access |
| SFA | Secondary Free Access |
| CCA | Collector Controlled Access |
| CFA | Collector Free Access |

ENRICHING ELEMENTS

| | |
|-----|---|
| W | Street Widening at Intersections for Turn Lanes or Bus Bays |
| M | Median (see Map, page C-11) |
| B | On-Street Bike Lane - Class II (see pages C-10, 12) |
| OB | Off-Street Bike Paths - Class I (see pages C-10, 12) |
| EP | Enriched Parkways - Additional 2' - 10' width |
| EPE | Enriched Parkway Extended - Additional 15' - 30' width (Either additional Right-of-Way (ROW) or Easements for enriched parkways) |
| TM | Preservation of mature trees required via medians for limited distances |
| TP | Medians for limited distances. Preservation of mature trees required in parkways |

DIMENSIONS

| | | | | | | | | | | | | |
|---------------|---------|----------|-------|----|--------|----------|-------|-----------|---------|----|-------------|-------|
| Added ROW | | Standard | | | | Standard | | Added ROW | | | | |
| or Easement + | Parkway | - | Paved | - | Median | - | Paved | - | Parkway | + | or Easement | |
| (2' - 5') | + | 10 | - | 32 | - | 16 | - | 32 | - | 10 | + | (25') |

CIRCULATION TABLE¹

Simi Valley General Plan Program Circulation Table

| Major Arterial | Segment | | | Category & Rec. Enrichments | Section |
|----------------|---|-----|----|--------------------------------|------------------------------|
| ALAMO | Erringer-Sycamore | 84 | 64 | SCA-B-EPE | (5-20)+10-64-10+(5-20) |
| | Sycamore-Tapo Canyon | 100 | 80 | SCA-M-B-EP-TM-TP | (5-20)+10-32-16-32-10+(5-20) |
| | Tapo Canyon-Stearns | 84 | 64 | SCA-B-EPE-TP | (5-20)+10-64-10-(5-20) |
| | Stearns-820 Ft. East of Stearns | 94 | 74 | SCA-M-B-EP-TM | 10-32-10-32-10 |
| | 820 Ft. East of Stearns-Yosemite | 84 | 64 | SCA-B-EP | (5-10)+10-64-10+(5-10) |
| | | | | | |
| ALAMOS CANYON | Simi Freeway-Madera | 84 | 64 | SCA-B-EP-TP | (5-10)+10-64-10+(5-10) |
| BOX CANYON | Planning Boundary- Santa Susana Pass Rd. | 60 | 40 | CFA | 10-40-10 |
| COCHRAN | Madera-First | 84 | 64 | SCA-B-EP | (2-5)+10-64-10+(2-5) |
| | First-Erringer | 84 | 64 | SCA-B-EP | (2-5)+10-64-10+(2-5) |
| | Erringer-Sycamore | 84 | 64 | SCA-EP-W | (2-5)+10-64-10+(2-5) |
| | Sycamore-Sequoia | 84 | 64 | SCA-M-W | 10-25-14-25-10 |
| | Sequoia-Tapo Canyon | 84 | 64 | SCA-B-W | 10-64-10 |
| | Tapo Canyon-Tapo St. | 84 | 64 | SCA-B-W | 10-64-10 |
| | Tapo St.-Stearns | 84 | 64 | SCA-B | 10-64-10 |
| | Stearns-Stow | 84 | 64 | SCA-B-EPE-TP | (2-5)+10-64-10+(20) |
| | Stow-Yosemite | 84 | 64 | SCA-B-EPE | (2-5)+10-64-10+(20) |
| | Yosemite-Douglas | 60 | 40 | CCA-B-EP | (2-5)+10-40-10+(2-5) |
| DOUGLAS | Yosemite-Kuehner | 60 | 40 | SCA B-W | (2-10)+10-40-10+(2-10) |
| EASY STREET | First-Los Angeles | 72 | 52 | CFA | 10-52-10 |

¹An additional 12' may be required in areas other than shown on the table
for limited distances on roadways without medians to provide for turn pockets.

Simi Valley General Plan Program
Circulation Table (Continued)

| Major Arterial | Segment | | | Category & Rec. Enrichments | Section |
|-------------------|----------------------|-----|----|--------------------------------|----------------------------|
| ERRINGER | Fitzgerald-Cochran | 84 | 64 | SCA-W | 10-64-10 |
| | Cochran-Alamo | 98 | 78 | SCA-M-W | 10-32-14-32-10 |
| | Alamo-First | 88 | 64 | SCA-B-EP | (2-5)+12-64-12+(2-5) |
| | First-Tapo Canyon | 72 | 52 | SCA-B-EP-W | (2-5)+10-52-10+(2-5) |
| FIRST | Planning Boundary | | | | |
| | Wood Ranch Parkway | 96 | 78 | SCA-M-OB-EPE | (5-30)10-32-14-32-8(5-30) |
| | Wood Ranch Parkway- | | | | |
| | Los Angeles | 110 | 88 | SCA-M-OB-EPE | (5-20)10-36-16-36-12(5-20) |
| | Los Angeles-Cochran | 104 | 84 | SCA-W | 10-84-10 |
| | Cochran-Simi Valley | | | | |
| FITZGERALD | Freeway | 118 | 96 | SCA-M-W | 11-41-14-41-11 |
| | Simi Valley Freeway- | | | | |
| | Erringer | 88 | 64 | SCA-CPE | (5-20)+12-64-12+(5-20) |
| | First-Assumption | | | | |
| FITZGERALD | Cemetery | 72 | 52 | CSA-B-W-EPE | (5-20)+10-52-10+(5-20) |
| | Assumption Cemetery- | | | | |
| | Fletcher | 84 | 64 | SCA-B | 10-64-10 |
| HAPPY CAMP CANYON | Fletcher-Sequoia | 84 | 64 | SCA-B-EPE | (5-20)+15-64-15+(5-20) |
| | Planning Boundary- | | | | |
| | Tapo Canyon | 84 | 64 | SCA-OB-EPE | (5-20)+10-64-10+(5-20) |
| INDIAN PARK DR. | Presidio-Yosemite | 60 | 40 | CFA-B-EPE-TP | (2-5)+15-40-15+(5-20) |
| KATHERINE ROAD | Kuehner-Katherine | | | | |
| | Road South | 84 | 64 | SCA-B-EP | (2-5)+10-64-10(2-5) |
| | Katherine Rd. South- | | | | |
| | Yosemite | 94 | 64 | SCA-B-EPE-TP | (5-20)+15-64-15(5-20) |
| | Yosemite-Arroyo Simi | 84 | 64 | SCA-B | 10-64-10 |

Simi Valley General Plan Program
Circulation Table (Continued)

| Major Arterial | Segment | | | Category & Rec. Enrichments | Section |
|-------------------|--|-----|----|--------------------------------|---|
| KUEHNER | Santa Susana Pass-Smith | 84 | 64 | SCA-B-EPE | (5-20)+10-64-10+(5-20) |
| | Smith-Los Angeles | 100 | 80 | SCA-B-W | (5-20)+10-80-10+(5-20) |
| | Los Angeles-Simi | | | | |
| | Freeway | 84 | 64 | SCA-B-W | 10-64-10 |
| | Simi Freeway-Douglas | 84 | 64 | SCA-B | 10-64-10 |
| LOS ANGELES | Planning Boundary-Easy | 74 | 52 | CCA-TP | 18-52-4 |
| | Easy-Tierra Rejada | 108 | 84 | SCA-M-EPE | (5-20)+12-34-16-34-12+(5-20) |
| | Tierra Rejada-Kuehner | 100 | 84 | SCA-M-EPE-W | (5-30)+8-34-16-34-8+(5-30) |
| MADERA | Irvine-Royal | 108 | 88 | PCA-OB-M-EPE | 10-26-16-36-10+(25)-EP+OB@ East Side |
| | Royal-Tierra Rejada | 117 | 88 | PCA-OB-M | 10-36-16-36-19 |
| | Easy-Simi Freeway | 104 | 84 | PCA-M | 10-34-16-34-10 |
| | Simi Freeway-Erringer | 94 | 64 | SCA-B-EP-TP | (5-10)+10-64-10+(5-10) |
| OLSEN | Planning Boundary- Wood Ranch Parkway | 106 | 86 | PCA-OB-M-EPE | (2-5)10-36-14-36-10 |
| | Wood Ranch Parkway- Irvine Road | 108 | 88 | PAC-OB-M-EPE | (2-5)10-36-16-36-10(15) |
| PRESIDIO | Township-Tapo St. | 84 | 64 | SCA-B-EP | (2-5)+10-64-10+(2-5) |
| | Tapo St.-Yosemite | 94 | 64 | SCA-B-EP | (2-5)+15-64-15+(2-5) |
| ROYAL | Madera-Sinaloa | 84 | 64 | SCA-B-EP | (2-5)+10-64-10+(2-5) |
| | Sinaloa-First | 84 | 64 | SCA-B-EP | (2-5)+10-64-10+(2-5) |
| | First-Erringer | 84 | 64 | SCA-B | 10-64-10 |
| | Erringer-Sycamore | 84 | 64 | SCA-B | 10-64-10 |
| | Sycamore-Sequoia | 84 | 64 | SCA-B-EP | (10-64-10+(2-5)-(@ south only) |
| | Sequoia-Tapo Canyon | 84 | 64 | SCA-B-EP | (2-10)+10-64-10+(2-10) |
| SANTA SUSANA PASS | Kuehner-Box Canyon | 84 | 64 | SCA-B | 10-64-10 |
| | Box Canyon-L.A. County Line | 84 | 64 | SCA-B | 10-64-10 |

Simi Valley General Plan Program
Circulation Table (Continued)

| Major Arterial | Segment | | | Category & Rec. Enrichments | Section |
|----------------|--|-----|----|--------------------------------|---------------------------|
| SEQUOIA | Tapo Canyon-Los Angeles | 88 | 64 | SCA-OB-EP | (20-5)+12-64-12+(2-5) |
| | Los Angeles-Cochran | 84 | 64 | SCA-B | 10-64-10 |
| | Cochran-Alamo | 84 | 64 | SCA-B-M-EP | (2-5)+10-26-12-26-10(2-5) |
| | Alamo-Township | 88 | 64 | SCA-B-EP-TP | (2-5)+10-64-12+(2-5) |
| SINALOA | Stonebrook-Mark | 60 | 40 | CCA-B-EP-TP | (2-5)+10-40-10+(2-5) |
| | Mark-Los Angeles | 84 | 64 | SCA-B-EP | 10-64-10 |
| STEARNS | Diane-Los Angeles | 70 | 40 | CFA-B-EPE | (10-20)+15-40-15+(10-20) |
| | Los Angeles-Cochran | 84 | 64 | SCA-B-EPE | (10-20)+10-64-10+(10-25) |
| | Cochran-Alamo | 94 | 78 | SCA-M-B | 8-32-14-32-8 |
| STOW | Katherine-Los Angeles | 60 | 40 | CFA | 10-40-10 |
| | Los Angeles-Cochran | 72 | 52 | CCA | 10-52-10 |
| | Cochran-Barnard | 60 | 40 | CFA-EP | (2-5)+10-40-10+(2-5) |
| SYCAMORE | Fitzgerald-Cochran | 84 | 64 | SCA-B-W | 10-64-10 |
| | Cochran-Alamo | 94 | 78 | SCA-M-B-W | 8-32-14-32-8 |
| | Alamo-Avenida Simi | 84 | 64 | SCA-B-EP | (2-5)+10-64-10(2-5) |
| | Avenida Simi-Erringer | 72 | 52 | SCA-B-EP | (2-5)+10-52-10+(2-5) |
| TAPO CANYON | Planning Boundary-Royal | 60 | 40 | CCA | 10-40-10 |
| | Royal-Los Angeles | 100 | 84 | PCA-M-W | 8-41-2-41-8 |
| | Los Angeles-Cochran | 116 | 84 | PCA-M-EP-OB | 20-34-16-34-12 |
| | Cochran-Alamo | 104 | 84 | PCA-M | 10-34-16-34-10 |
| | Alamo-Avenida Simi | 104 | 84 | SCA-M-TB-EP | (2-5)10-34-16-34-10(2-5) |
| | Avenida Simi-500' | | | | |
| | North of Presidio | 108 | 64 | SCA-B-EP-TM | 34-64-10+(2-5) |
| | 500' North of Presidio-Happy Camp Canyon | 84 | 64 | SCA-B-EP | (2-5)+10-64-10+(2-5) |
| TAPO STREET | Los Angeles-Cochran | 84 | 64 | SCA-M | 10-25-14-25-10 |
| | Cochran-Simi Freeway | 84 | 64 | SCA-M | 10-25-14-25-10 |
| | Simi Freeway-Alamo | 84 | 64 | SCA-M-EP | (2-5)+10-25-14-10+(2-5) |
| | Alamo-Presidio | 84 | 64 | SCA-B-EP | (2-5)+10-64-10+(2-5) |

Simi Valley General Plan Program
Circulation Table (Continued)

| Major Arterial | Segment | | | Category & Rec. Enrichments | Section |
|--------------------|------------------------------|-----|----|--------------------------------|----------------------------|
| TIERRA REJADA | Planning Boundary- Madera | 102 | 86 | PCA-M-B-W-EP | (2-10)+8-36-14-36-8+(2-10) |
| WOOD RANCH PARKWAY | Olsen-First | 92 | 72 | SCA-OB-EPE | (15)+10-72-10+(2-5) |
| YOSEMITE | Katherine-Los Angeles | 84 | 64 | SCA-B-TM | 10-64-10 |
| | Los Angeles-Cochran | 84 | 64 | SCA-B | 10-64-10 |
| | Cochran-Simi Valley | 94 | 76 | SCA-M-B | 8-32-14-32-8 |
| | Simi Freeway-Alamo | 80 | 64 | SCA-B | 8-64-8 |
| | Alamo-Presidio | 84 | 64 | SCA-B-EP | (2-5)+10-64-10+(2-5) |

BIKEWAY CRITERIA

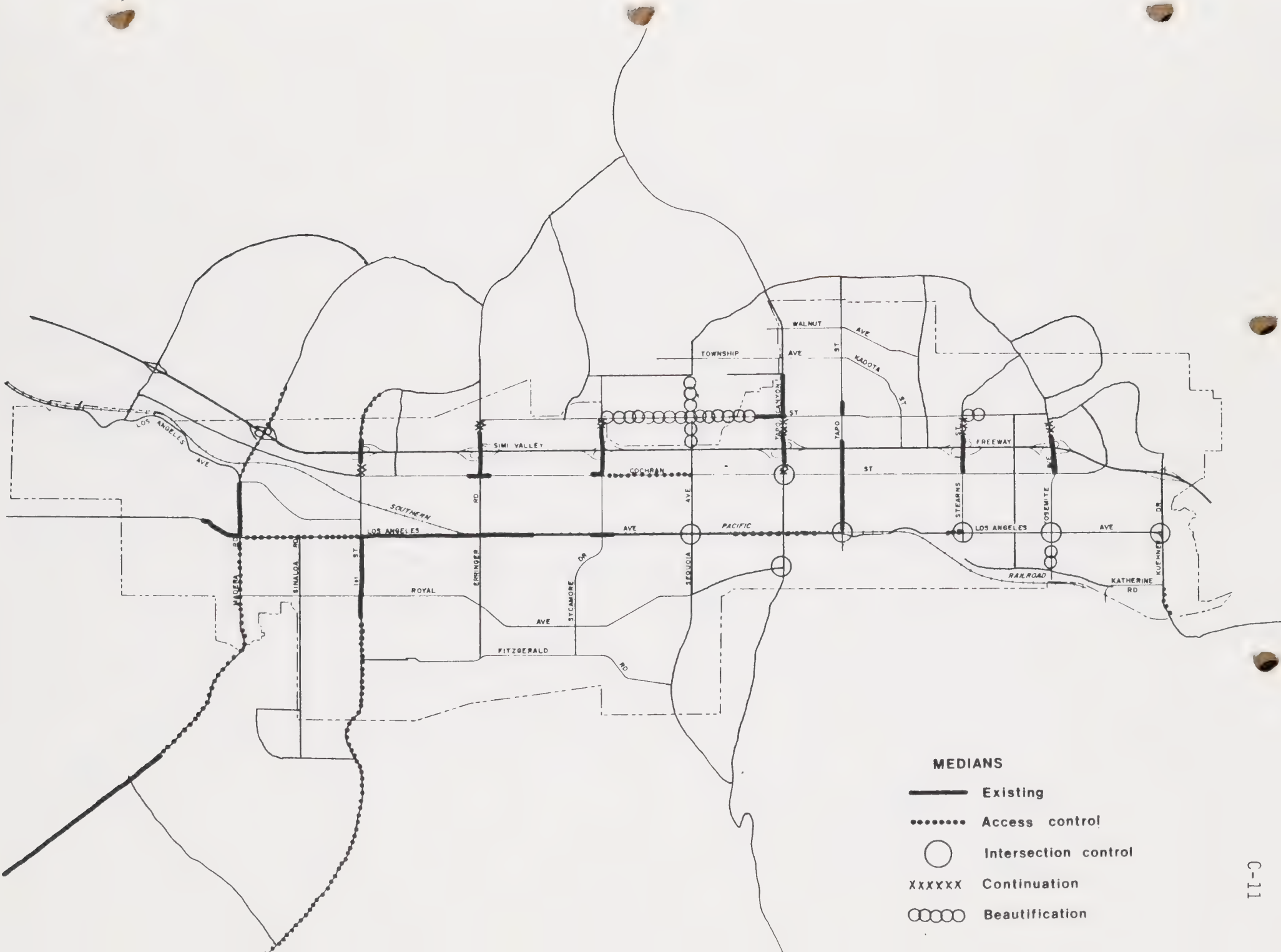
| Class | Location | Standards |
|-------------------------------|--|---|
| Class II (on-street lanes) | (Figure page C-11) | <ul style="list-style-type: none"> --Minimum 8' width to permit multiple use (for emergency parking). --Standard parking prohibited. --No lots, drives of new development should front on arterials, bikeways. --No two-way paths on streets. --Special markings on pavement, signing. |
| Class I (off-street lanes) | Whenever feasible within and between sites or along arterials and flood and flood control channels (Figure page C-11) | <ul style="list-style-type: none"> --Minimum distance between disrupting vehicular streets or drives should be 1/2 mile. --Two-way 10' with 3' shoulders. One-way 5' with 3' shoulders. --Signing of path, entrances/exits. |

HORSE TRAIL CRITERION

Horse trails shall be a minimum width of 14 feet.

INTERIOR PEDESTRIAN WALKWAYS

Walled greenbelt walkways shall be a minimum of 20 feet between the walls.

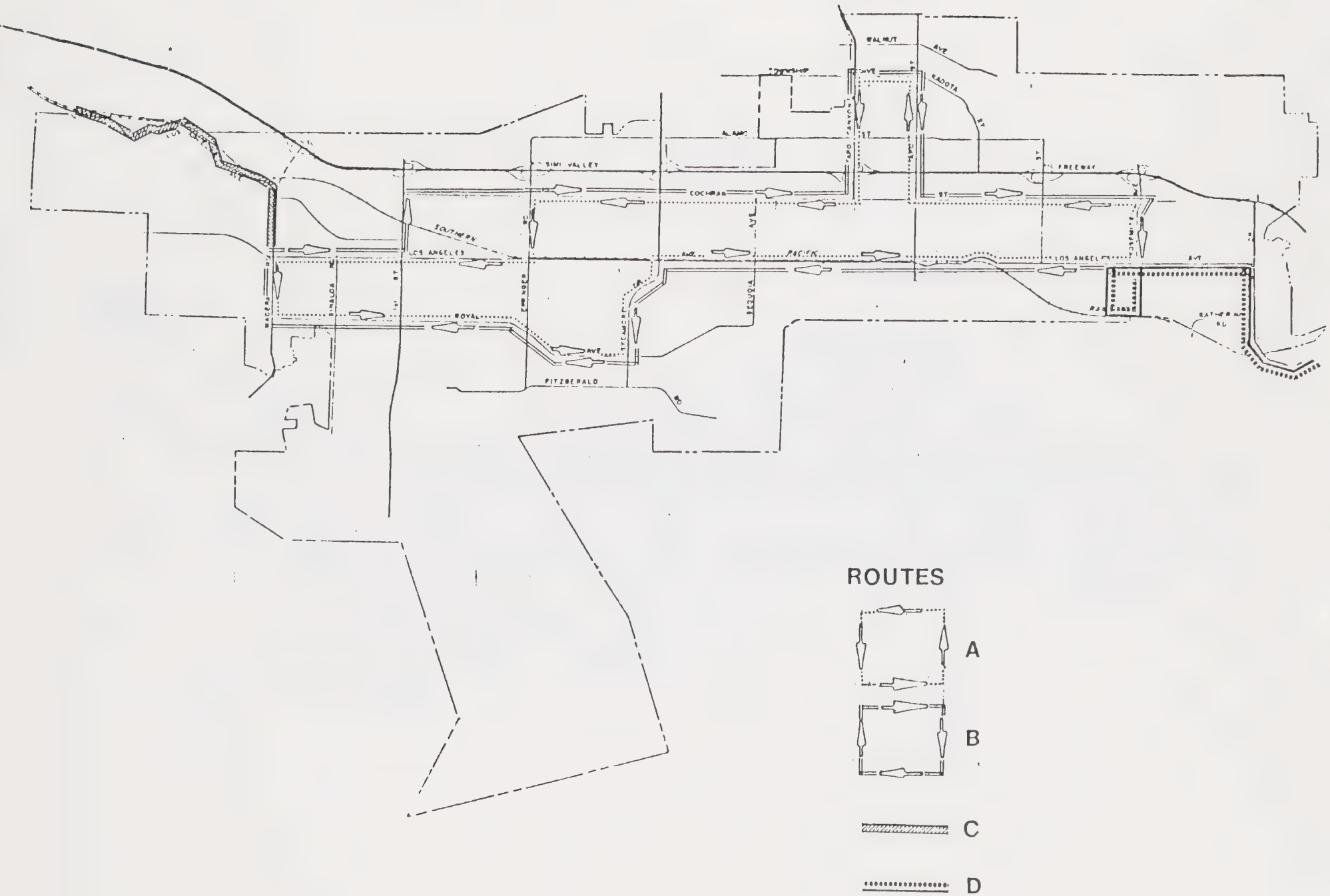


MEDIANS

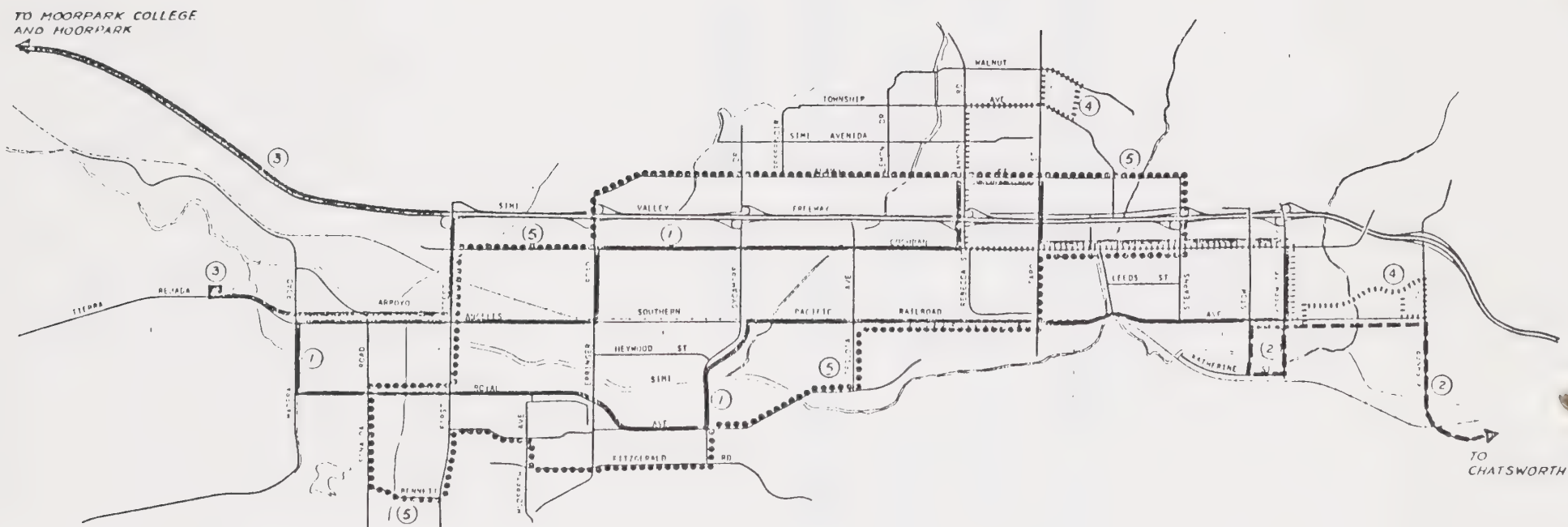
- Existing
- Access control
- Intersection control
- Continuation
- Beautification



PRESENT SIMI VALLEY TRANSIT SYSTEM



PROPOSED TRANSIT SYSTEM



This copy of the General Plan does not contain the latest revised Housing Element. See Department of Community Development for status of revised element.

August 1984

The purpose of this appendix is to establish programs for implementing those Policies and Actions in the General Plan which relate to the provision of affordable housing to all those segments of the community in need of such housing. The housing program plan is a required part of the Housing Element (Title 25, California Administrative Code Sec. 6450 et seq.). The housing program plan is also useful in outlining specific guidance, tools, programs and year-to-year goals for implementing the City's affordable housing policies and for measuring progress towards the achievement of those goals.

I. LOCAL PROGRAMS

The following is a summary of programs for implementation of those General Plan housing Actions and Policies requiring specific programs. A description of, and time frame for, each program is provided. The responsible agency for the implementation of each program shall be the City unless otherwise specified. The applicability of each of these programs, and other programs as they become available, shall be reviewed by the City on an ongoing basis.

A. Designation and Zoning

In order to implement housing programs designed to provide an adequate supply of affordable housing, an adequate supply of land for such programs must be available.

1. General Plan Land Use Designations

The General Plan calls for a suitable amount of land to be designated in the Intermediate, High and Very High Density ranges. The amount of land designated in such a manner should not represent less than 15% of the City's total housing needs. If any land should be redesignated from an Intermediate, High or Very High Density designation to another General Plan land use category, other land should be surveyed annually and substituted, where possible, to offset the loss of use of the redesignated land.

2. Location Criteria

Every year, the Housing Assistance Plan will contain locational criteria for low and moderate income housing. These criteria set forth the standards for evaluating proposals for affordable housing as to location and design. It is intended that the criteria will be used on projects involving a large number of low and moderate income units.

3. Excess Public Land

State law requires that excess (or surplus) public land be offered to other government agencies prior to public sale. This program would provide a mechanism for government agencies to purchase appropriate excess public lands and pass the land through to the private development sector at reduced costs.

The savings to the developer can be passed on as cost savings to future occupants. The City shall inventory all excess public lands in the Planning Area to determine their suitability for lower cost housing, and shall research and develop an appropriate program for making the excess land available to the private sector for development of more affordable housing.

Time Frame: Adopt program during 1982; acquire appropriate land as it becomes available.

B. Increasing Allowable Densities

In addition to the adequate availability of building sites, adequate allowable densities are needed in order to help reduce land and development costs per unit.

1. Density Bonus Program

The Residential Development Chapter calls for a density bonus to be given to developments providing low and moderate income housing. Further policies and regulations should be prepared as necessary to guide implementation of these provisions.

Time Frame: Prepare and adopt appropriate policies and regulations as necessary within one year of adoption of General Plan Amendment 80-1.

- C. Design Standards

The design quality of housing units affordable by low and moderate income families is crucial to any housing program so that many of the problems experienced in past housing programs in other communities may be avoided.

1. Design Standards for Manufactured Housing

Standards will be prepared to provide developers and builders with specific guidance in providing units built using alternative technologies. Current City regulations and policies shall also be reviewed to eliminate any unnecessary limitations to the construction of manufactured housing.

Time Frame: Within two years of adoption of General Plan Amendment 80-1.

2. Design Standards for Senior Citizen and Handicapped Housing

The City currently conditions all developments designed solely for senior citizens to meet the design standards used by the Tri-Counties Area Agency for Aging. The City should review these guidelines with the Area Agency for Aging and the Simi Valley Council on Aging, update them as appropriate and continue to employ them.

Time Frame: On an ongoing basis.

D. Housing Cost Reduction

Local programs, in conjunction with state and federal programs, should assist the private sector in the provision of an adequate supply of affordable housing.

1. Priority Processing and Fee Reductions

The time it takes to obtain a General Plan Amendment, zone change, tentative tract map, and a planned development permit adds to the ultimate cost of housing to the consumer. Even though these cost increases are often indirect in nature, inflation or escalating interest rates add to the monthly cost of a home or apartment while a development application is being reviewed by the City. A program shall be adopted which allows for priority processing if the development application contains provisions for low and moderate income housing. Provisions shall be made to assure that the resulting cost savings are being passed on to the low and moderate income buyers or renters.

Time Frame: Commence studies immediately after adoption of General Plan Amendment 80-1 for program implementation in 1981.

2. Starter or Economy Houses

The cost of a home to the consumer can be reduced through reducing the size of the home, building a "shell" home, eliminating features such as family rooms, built-in appliances, extra bathrooms, air conditioning or providing for only a one car garage or covered carport per house.

The Housing Needs and Trends Study outlines several possible programs for encouraging the construction of such housing. Other means should also be researched for usefulness in Simi Valley.

Time Frame: Commence studies within one year of adoption of General Plan Amendment 80-1.

E. Liaison

Any effort to meet all the housing needs of the City and to create and carry out housing programs requires the cooperation of the staff, the decision-makers, the citizens, other interested public agencies, and the private development sector. Such an action-oriented cooperation should be facilitated through public and private staff liaisons who shall also provide coordination in the implementation and monitoring of the various housing programs.

Time Frame: Appoint public liaisons and hold meetings within six months of adoption of General Plan Amendment 80-1.

F. Public Information

Quite often, the major resistance to implementing affordable housing programs stems from the general public's misunderstanding or lack of information regarding the housing problem and the tools available to resolve them. The General Plan proposes the establishment of a public information program including an Annual State of the City Report which analyzes the progress towards meeting housing goals, and a public information program to be conducted.

Time Frame: Annually following the adoption of General Plan Amendment 80-1. It is expected that the most convenient time would be in the early part of each year when the Housing Assistance Plan and the Community Development Block Grant are being prepared.

G. Rehabilitation

While rehabilitation is not a significant community housing need at present, programs will be needed in the near future as existing housing in the City ages.

1. Low Interest Rate Loans

A low interest rate loan program will be developed and implemented over the next several years. A pilot program has commenced as of early 1980 using Community Development Block Grant funds. A rehabilitation program should include neighborhood improvements as well as structural improvements which can be largely financed through state and federal sources.

Time Frame: Phase in full program using a wide range of financing techniques over the 1980-84 period.

II. FINANCING AND COST ASSISTANCE

Many of the programs outlined above need some form of financial assistance from public or private sources. While this summary is not a complete list of financial assistance programs, the following programs may become available in the future, and the City should continue to actively monitor and research emerging housing programs.¹ The following is a summary of local, state and federal programs which provide such assistance in financing the cost of affordable housing programs.

¹Many of these programs are described in greater detail in the Housing Needs and Trends Study (Haworth, Anderson and Lafer, 1978).

A. Low Income Rental Assistance (Section 8)

The Section 8 (of the Housing and Community Development Act of 1974) program is now the main source of federal housing assistance to low and moderate income families. This program is designed to replace traditional publicly owned low income housing projects, and disperse lower income families throughout a community instead of concentrating them in a few areas. The program operates by making up the difference between the normal (Fair Market) rent of a dwelling unit and 25% of the lower income tenant's income. There are two variations of the Section 8 program.

1. Existing Housing

Under this program, the Ventura County Housing Authority determines the eligibility of a family, and, if qualified, the family locates an existing unit to rent. If the dwelling meets minimum rent and quality standards, the Housing Authority contracts with the owner for the Authority to pay the difference between 25% of the tenant's income and the agreed upon rent. The tenant is responsible for the remainder. This is the only lower income housing program currently active in the City.

2. New Construction and Substantial Rehabilitation

Under this program, non-profit and profit motivated developers submit development proposals directly to the federal government and to the City. If a proposal is approved by both the City and the federal government, the federal government enters into a contract to pay the difference between 25% of the qualified lower income resident's income and the approved rent after the project is complete. Normally, Section 8 projects of this sort are entirely under private ownership and management.

Development applications with a mix of incomes are given priority in order to avoid large "projects" dominated by only one income group.

B. Housing and Community Development Block Grant (CDBG)

Under this program, the City of Simi Valley receives over \$600,000 per year to be spent on community development and improvement projects for lower income neighborhoods and families. While this money may not be spent to build new lower income housing, it may be used to encourage or assist in the provision of such housing. Rehabilitation loans are also eligible. For instance, the waiver of fees can be recaptured by setting aside a portion of the CDBG funds for such programs. In another currently funded example, some CDBG funds can be made available to make low interest rehabilitation loans. The Housing Incentive Program described below also can employ CDBG funds.

C. Housing for Elderly and/or Handicapped (Section 202)

This program provides for direct long-term federal loans to private, non-profit sponsors at low interest rates. In turn, the sponsor builds housing for lower income seniors and/or handicapped families. These projects usually receive rental assistance through the Section 8 program. The Section 202 program has been very successful in providing housing affordable by lower income elderly and handicapped households.

D. Homeownership Assistance (Section 235)

This program provides mortgage insurance to purchasers of residences whose income is less than 95% of the area's median income. The Section 235 program also provides an interest subsidy which reduces the interest rate on a loan to as low as 5% for some families. The owner must pay at least 20% of his or

her income on monthly payments, and must make a 6% down payment. While the mortgage limits are currently lower than the average house can be profitably sold for, this program can be used in conjunction with the other cost reducing programs outlined herein.

E. Revenue Bonds

A revenue bond is a public indebtedness that is paid back through the proceeds of a public investment, and not through taxes. City taxes and property are not used as security. Since cities such as Simi Valley can borrow at a much lower interest rate than the average person or developer, revenue bonds can be used to provide standard homes or apartments at a much lower cost to the consumer. For instance, Simi Valley can borrow money at about 6% interest while the average person has to pay 11% or higher. The cost savings is obvious. Three available bond programs are summarized below whose appropriateness will be investigated.

1. California Housing Finance Agency

This state sponsored program provides financing for the development and rehabilitation of low and moderate income housing by issuing tax exempt bonds to:

- a) provide direct loans at low interest rates for the construction of low and moderate income housing;
- b) purchase mortgages from lenders so that lower income families may purchase a home on the open market (reduces interest rate); and
- c) finance local rehabilitation programs.

2. Rehabilitation Bonds

This program allows cities and other agencies to issue revenue bonds for making low interest loans to rehabilitate low and moderate income housing. These bonds are intended primarily for use in concentrated redevelopment and rehabilitation areas.

3. New Construction Bonds

Under this revenue bond program, a city or other public agency may issue bonds for the construction of market rate housing in designated redevelopment areas, and lower income housing outside such areas. The first step in issuing these revenue bonds is the designation of a redevelopment area. At the moment, Simi Valley has a redevelopment agency, but has no designated redevelopment area.

F. Housing Incentives Program

This program provides a loan to a developer to assist in the construction of a housing development. In turn, the developer makes a certain percentage of the homes available to low and moderate income families. The City recaptures the loan by holding a second deed of trust on those homes which were sold at a reduced cost. The City will receive a lump sum payment on the second deed of trust plus a certain interest rate when the home resells. Thus, the low and moderate income owner receives the benefit of lower monthly housing costs, while the City eventually recaptures its investment. Simi Valley recently received a \$250,000 grant to undertake this program during 1979-80. The Housing Incentives Program is described in greater detail in the Housing Needs and Trends Study.

G. Federal Rehabilitation Loans

This federal program provides direct rehabilitation loans to low and moderate income families at a 3% interest rate in designated areas. It is usually used in conjunction with other rehabilitation programs since it provides very cheap money to the poor where other programs best address the needs of moderate income families.

III. ROLE OF THE HOUSING ASSISTANCE PLAN

Each year, Simi Valley must prepare and approve a Housing Assistance Plan in order to receive Community Development Block Grant funds. The Housing Assistance Program analyzes the housing needs of the community in quantitative terms, and sets quantitative goals for meeting those needs. A good opportunity for continuously reviewing the housing situation in Simi Valley, and monitoring progress towards achieving the City's low and moderate income housing goals is thus offered by the Housing Assistance Plan. It is towards this end that the General Plan Actions call for the Housing Assistance Plan to be adopted as part of the General Plan on an ongoing basis (p. V-19). The adoption of the Housing Assistance Plan as part of the General Plan on an annual basis will also serve to meet state requirements regarding a periodic update of the housing needs analysis required as part of the General Plan (California Administrative Code, Sec. 6472). It should be noted that the Housing Assistance Plan may be expanded to include any particular needs analysis and housing programs not expressly called for under federal regulations, but which are of local interest.

APPENDIX E
GENERAL PLAN DOCUMENTS

The following documents have been incorporated as part of the General Plan, as either Specific Plans, technical elements or background data.

Specific Plans

Kadota Figs Land Use Plan, November 1974

Patricia Avenue Land Use Plan, April 1976

Freeway Land Use Plan, June 1977

Tapo Ranch Land Use Plan, September 1977

Technical Elements

Seismic Safety and Public Safety Elements, October 1974

Noise Element, September 1975

Background Studies

An Analysis of Commercial and Industrial Land Designations, February 1978

Housing Needs and Trends Study, March 1978

Outlying Area Study, March 1978

Old Town Special Land Use Study, 1978

Community Center Special Land Use Study, 1978

Smith Road/Kuehner Drive Land Use Alternatives, 1978

Land Use Feasibility Study, Outlying Areas, Agriculture and Large Lots, 1978

Condominium Conversion Study, 1978

Optimum City Size Study, 1978

Rehabilitation and Code Enforcement Study, 1978

Circulation Element Study, 1979

Employment Potential of the Proposed General Plan, 1979

THE NINE REQUIRED GENERAL PLAN ELEMENTS

The State of California requires each of its cities and counties to have a General Plan which addresses at least nine subject areas, or elements. The following is a brief description of these elements and the minimum contents required by the State in their guidelines.

Land Use

Required since 1955, this element is the core of most General Plans in California because it combines, and maps, many of the policies in other elements. The Land Use Element must contain:

- a) Designations and locations for various land uses including housing, commercial, industrial, open space, public services and utilities, plus any other appropriate categories.
- b) Standards of population density (e.g., high density or low density) and building intensity (e.g., light industry).
- c) Areas subject to flooding.
- d) Land use maps and diagrams.
- e) Implementation measures including phasing.

Circulation

Required since 1955, this element specifically addresses the transportation needs of a community and must be closely interrelated with the Land Use Element. Quite often the Circulation Element helps implement parts of the Land Use Element. The Circulation Element must contain:

- a) A discussion of circulation needs.
- b) General Location of existing and proposed major roads, transportation routes, terminals and facilities.

- c) Standards for the location, design and operation of circulation facilities (e.g., road capacities, bus routes).
- d) Implementation measures.

Housing Element

Required since 1969, this element has recently become very important as part of the General Plan. The guidelines for Housing Elements were revised in late 1977. The Housing Element must include:

- a) An analysis of housing problems which focus on the capacity of the existing housing stock to meet the needs of all segments of the community.
- b) Goals, policies and programs designed to satisfy currently unmet housing needs, plus those of future residents.
- c) The Housing Element should be closely coordinated with the Land Use Element so that the two are not working at cross purposes.

Conservation Element

Required since 1973, this element is aimed at the preservation, development and wise utilization of a community's natural resources. This element is again closely tied to the Land Use Element because the policies of the Conservation Element provide limits to develop and the distribution of land uses. This element must contain:

- a) The identification, evaluation and analysis of the community's natural resources including water, plant life, wildlife, mineral deposits, soil characteristics, and safety.
- b) An analysis of the interrelationships between land uses and natural resources, including areas of critical concern (e.g., steep slopes, significant trees). This also includes an analysis of the development capacity of various areas within a community, or what level of development will adequately preserve natural resources.

- c) Standards and plans to implement the policies of this element. The Land Use Element is a big help here.

Open Space Element

Required since 1973, this element sets forth the need for open space within a community, and its location, not only for recreation, but to insure orderly growth, preserve natural resources, maintain agricultural land, and protect the public health and safety in such places as flood plains. The Open Space Element must contain:

- a) An analysis of areas which should remain as open space, including a definition of open space categories and preferred land uses in them.
- b) A map and text outlining areas to be maintained as open space.
- c) Policies, standards and criteria to maintain open slope.
- d) Implementation measures such as Open Space zone.

Scenic Highways Element

Required since 1974, this element is designed to identify scenic corridors in a community, map them, and develop policies which preserve the nature of the view from these areas. Arterial streets, entryways to the community and bike trails may be considered. This element provides the basis upon which the state may designate a highway as being a Scenic Highway. This Element is tied closely to the Circulation and Open Space Elements.

Safety Element

Required since 1974, this element is intended to introduce safety considerations such as preventing loss due to fire, flooding or earthquakes into the General Plan. This element must identify safety hazards, set acceptable risk levels, specify measures to reduce unacceptable risk levels, map geologic hazards, and set associated land use or other policies. This is usually seen as largely a technical element providing input to the other elements.

Seismic Safety Element

Required since 1974, this element is aimed at having communities take into consideration seismic hazards in their General Plan. This element must include the identification of natural seismic hazards including geologically unstable areas, earthquake faults, areas subject to liquefaction, areas subject to high ground shaking and the such. Also, this element must establish policies for reducing earthquake risks to an acceptable level. This element is usually seen as being largely technical providing input to the other elements.

Noise Element

Required since 1974, this element evaluates a community's noise environment in order to provide sufficient information so that noise can be considered as an input to the rest of the General Plan. This element calls for strategies to reduce excessive noise as well as protect areas with an acceptable noise environment. Noise impacts from roadways, railroads, airports, industrial plants and other high noise land uses must be considered. A good example would be lower density residential uses along freeways, or noise buffering requirements. Again, this element is largely technical in nature.

Other Elements; Organization

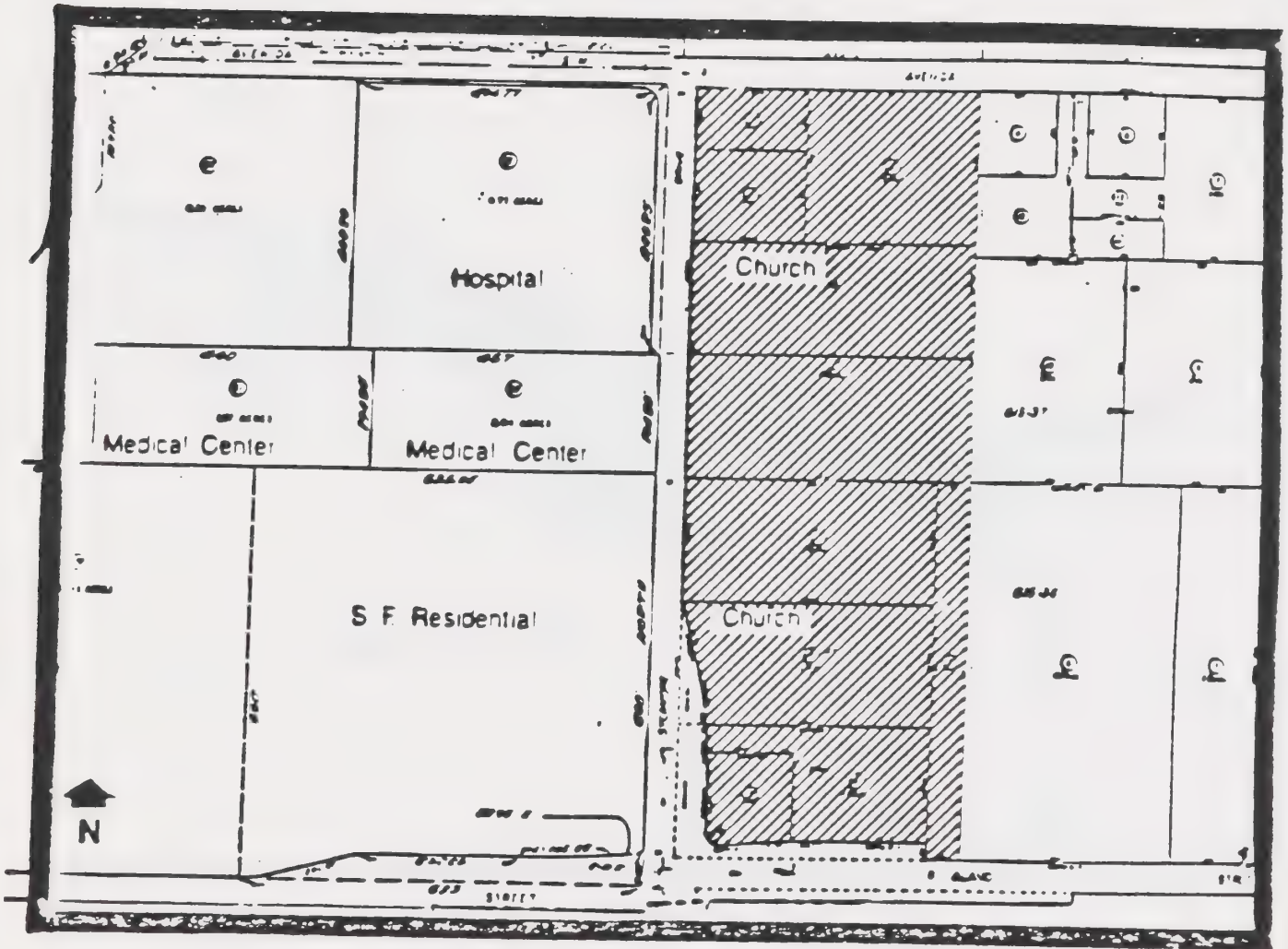
These General Plan Elements comprise the minimum contents of a General Plan acceptable to the state. Any number of other elements are allowable under state law at the discretion of the community. Also, the manner in which the General Plan is organized internally is up to the community, although the State Guidelines urge cities to consolidate the elements into one document. This avoids excessive duplication and helps ensure that all nine elements work together to achieve the community's goals.

Index to Elements

To aid those interested in specific elements, the following index is given:

- | | |
|-------------------|------------------------------------|
| 1. Land Use | (To be completed as part-of second |
| 2. Circulation | General Plan Amendment of 1980) |
| 3. Housing | |
| 4. Conservation | |
| 5. Open Space | |
| 6. Scenic Highway | |
| 7. Public Safety | |
| 8. Seismic Safety | |
| 9. Noise | |
| 10. Recreation | |

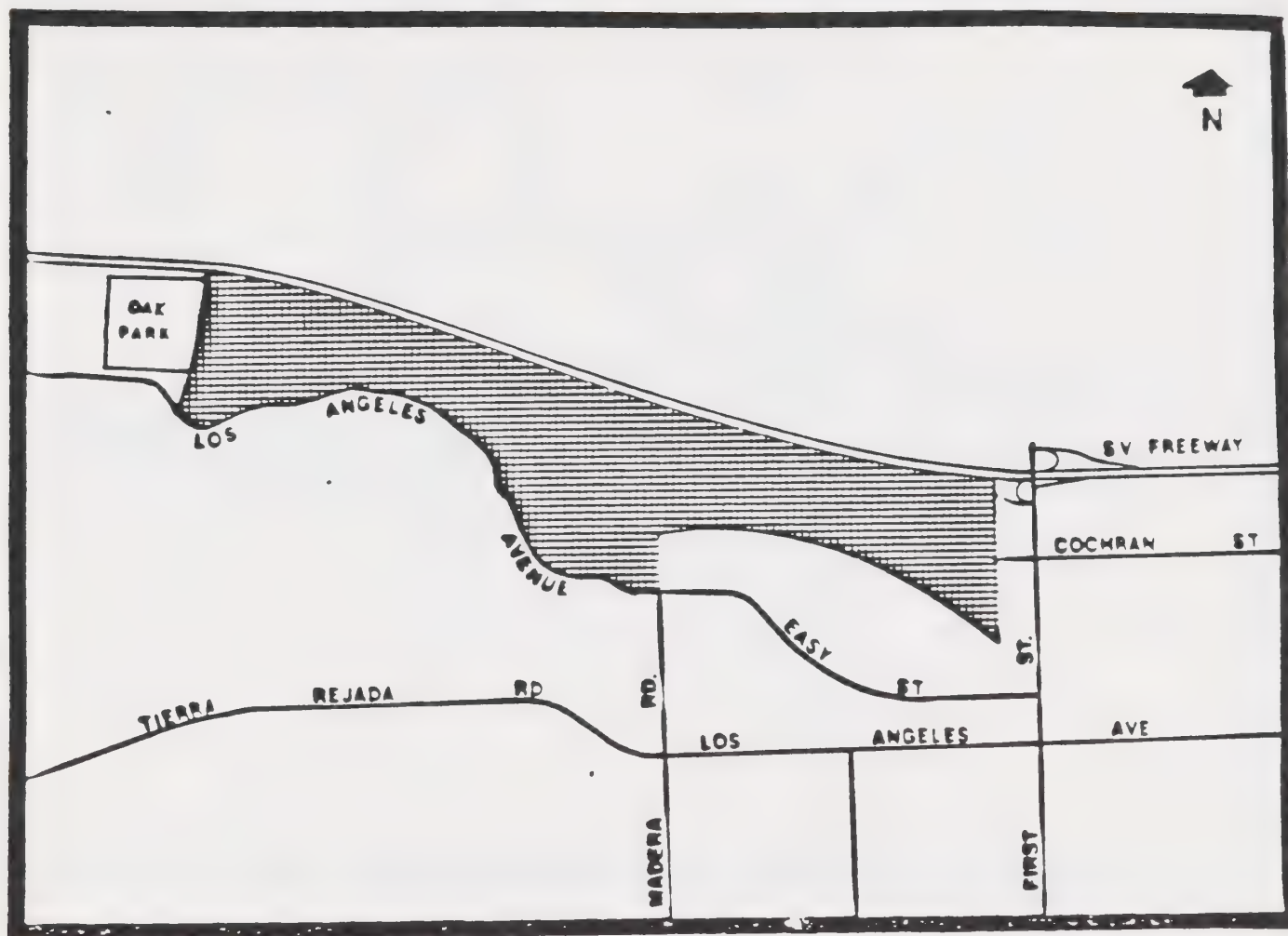
GENERAL PLAN AMENDMENT 80-2
LAND USE ELEMENT
COMPONENTS 802-1 & 802-10



Approximately 10.94 acres located on the east side of Sycamore Drive between Avenida Simi and Alamo Street, changed from Low Density Residential to Commercial Office.

Approved 11-3-80
Res. No. 80-166

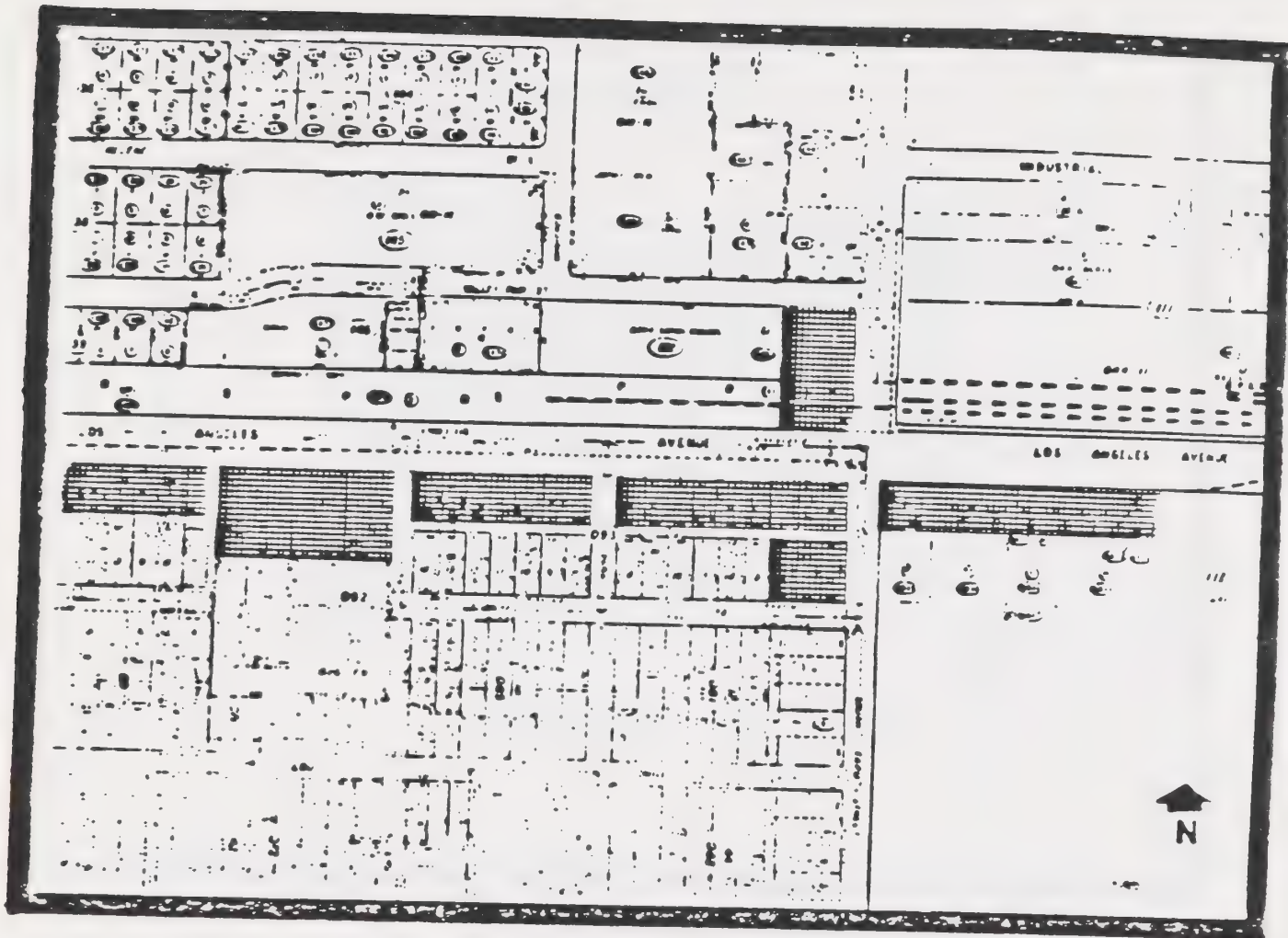
GENERAL PLAN AMENDMENT 80-2
LAND USE ELEMENT
COMPONENT 802-8



The land use designation of "Business Park" was removed from land located south of the Simi Valley Freeway between Oak Park and First Street and designated "Light Industrial."

Approved 11-3-80
Res. No. 8-166

GENERAL PLAN AMENDMENT 80-2
LAND USE ELEMENT
COMPONENT 802-11

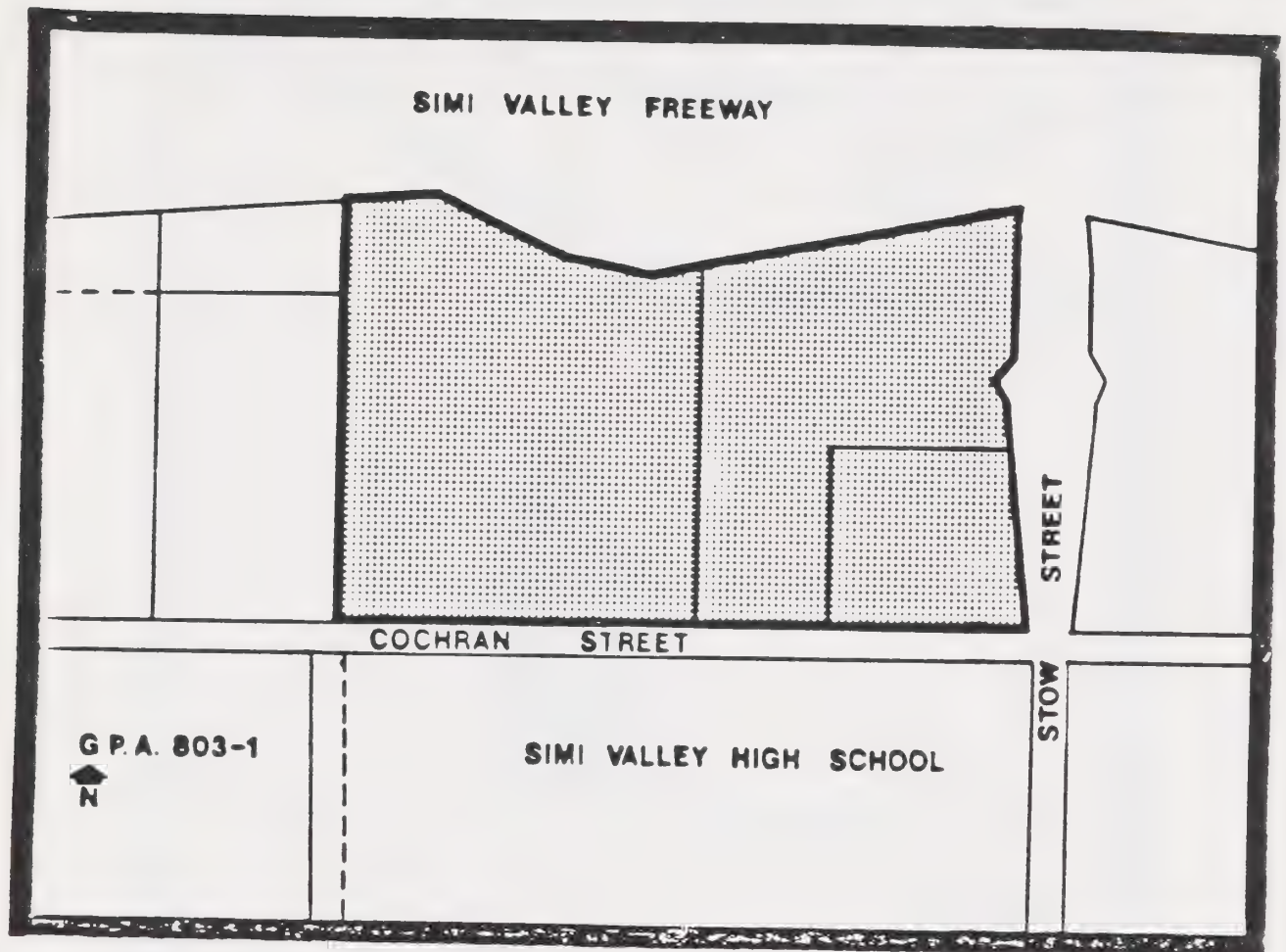


The existing commercial land uses within the "Tapo Street Industrial Area" have been found to be consistent with the General Plan. The area consists of the parcels of land on the south side of Los Angeles Avenue between Bishop Lane and approximately 500 feet east of Tapo Street and on the west side of Tapo Street between Valley Fair and Los Angeles Avenue. The text of the General Plan (page VI-16) was amended with the following policy statement:

- "12. Commercial land uses may be permitted to remain, expand and/or develop as interim land uses within the Tapo Street Industrial Area on land fronting directly on the western side of Tapo Street between Los Angeles Avenue and Valley Fair Street, and on the southern side of Los Angeles Avenue. Commercial uses may be permitted to extend east of Tapo Street for 550 feet and west of Tapo Street for 1600 feet on the southern side of Los Angeles Avenue."

GENERAL PLAN AMENDMENT 80-3
LAND USE ELEMENT

COMPONENT 803-1



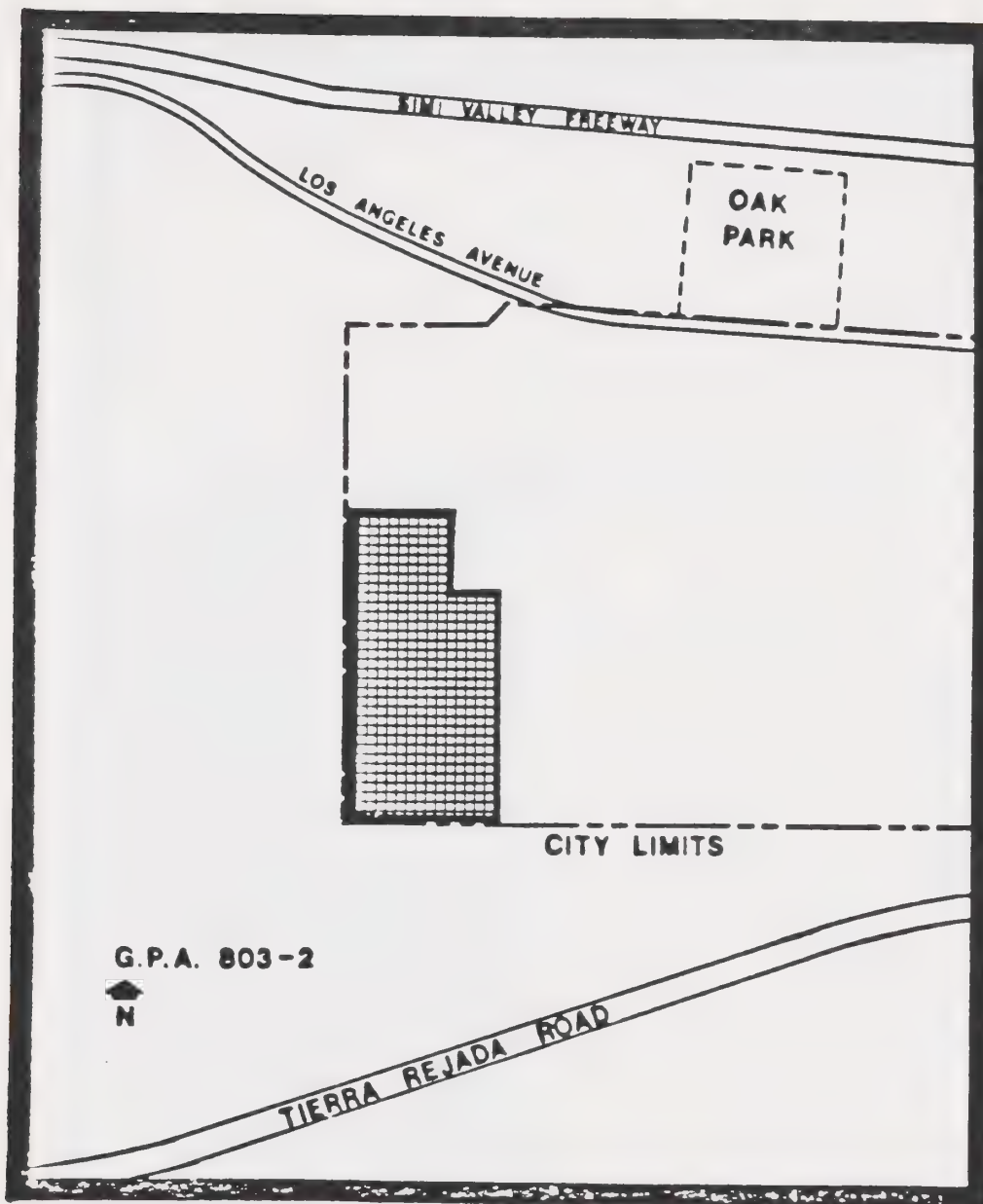
Approximately 20 acres located at the northwest corner of the intersection of Stow Avenue and Cochran Street, changed from Low Density Residential to Intermediate Density Residential.

Approved 12-23-80
Res. No. 80-200



GENERAL PLAN AMENDMENT 80-3
LAND USE ELEMENT

COMPONENT 803-2



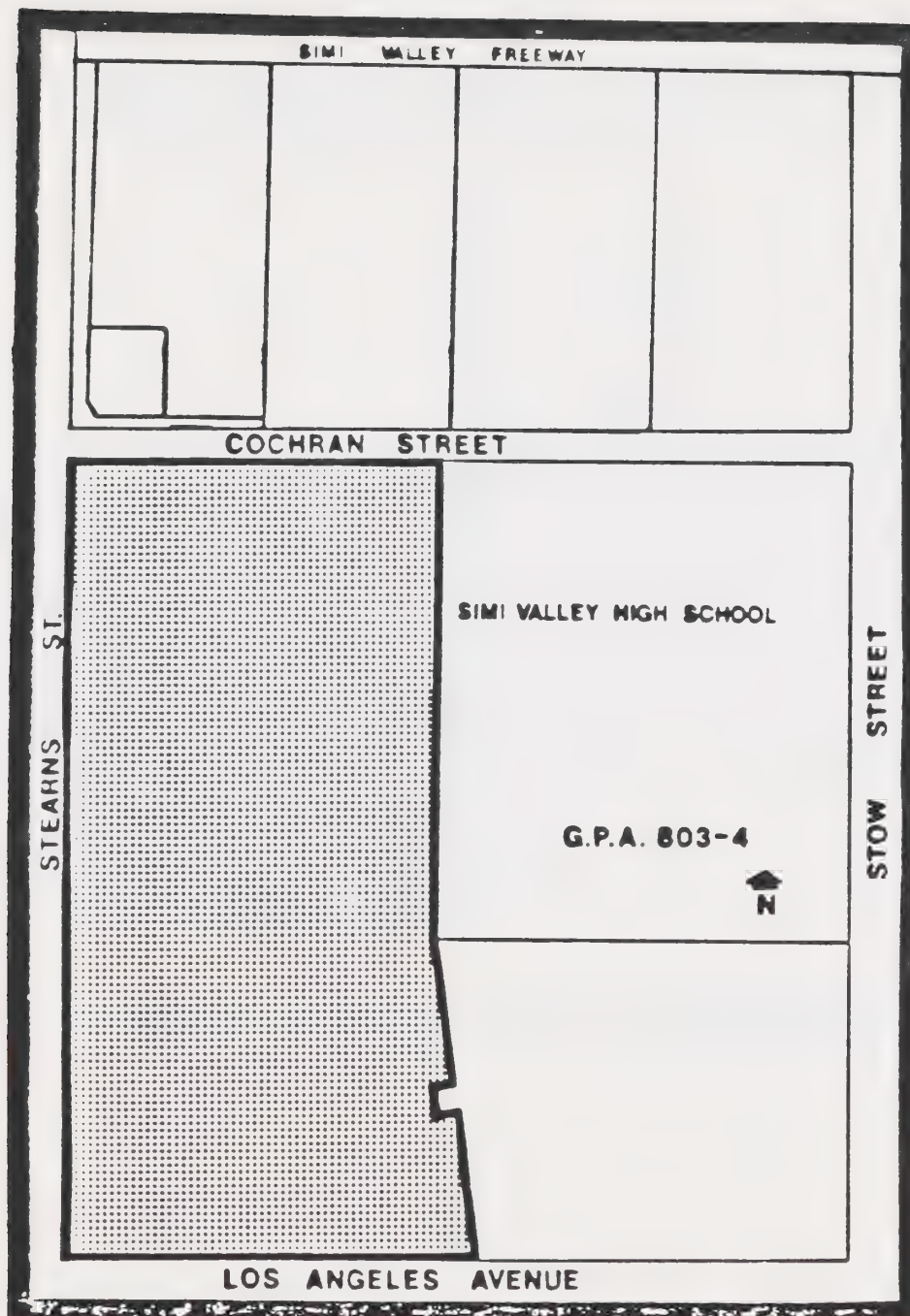
Approximately 63.87 acres located on the south side of Arroyo Simi approximately 1890 feet south of Los Angeles Avenue and southwest of Oak Park, changed from Open Space to Light Industrial.

Approved 12-23-80
Res. No. 80-200



GENERAL PLAN AMENDMENT 80-3
LAND USE ELEMENT

COMPONENT 803-4



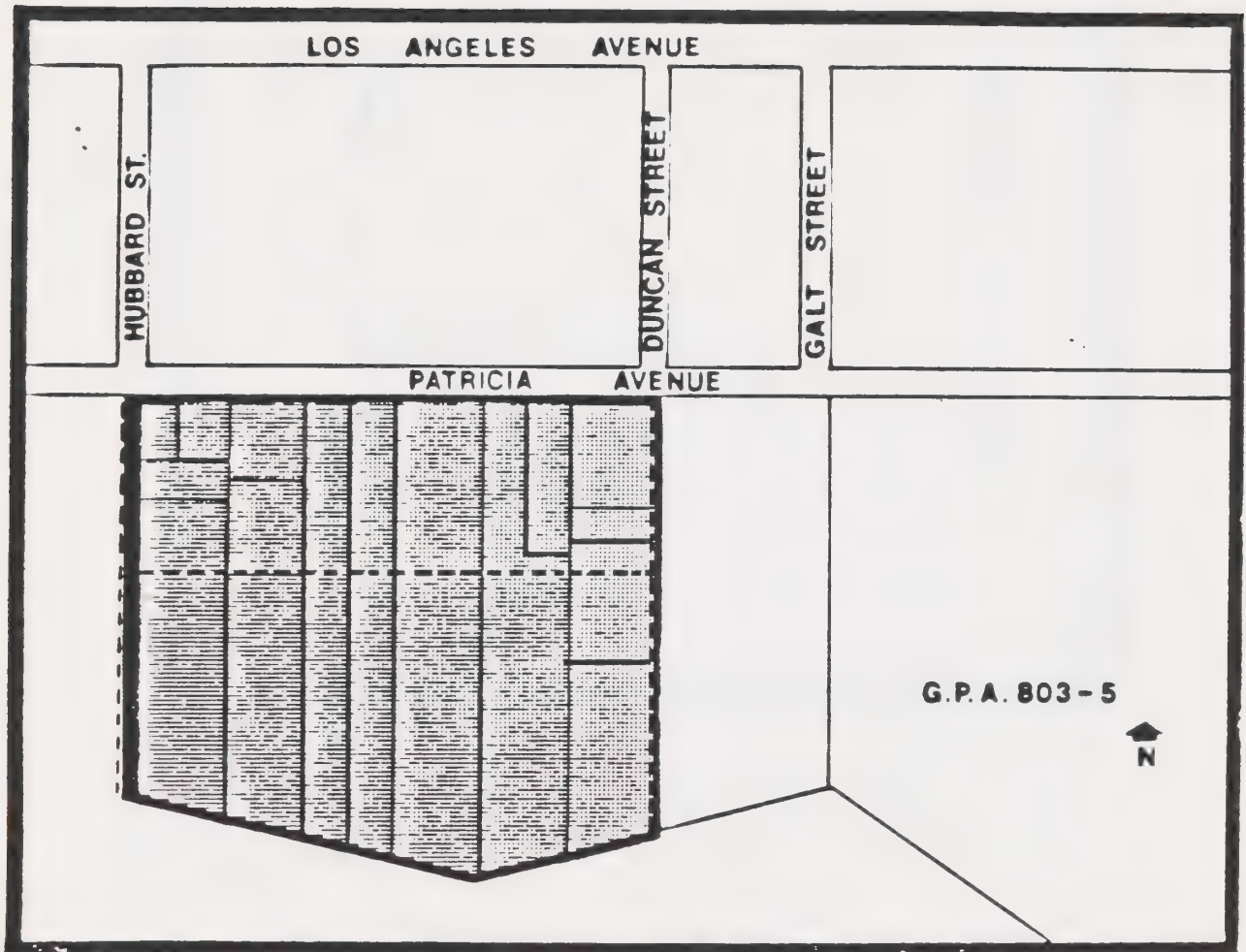
Approximately 70 acres located on the east side of Stearns Street between Cochran Street and Los Angeles Avenue, changed from Medium Density Residential to Intermediate Density Residential.

Approved 12-23-80
Res. No. 80-200



GENERAL PLAN AMENDMENT 80-3
LAND USE ELEMENT

COMPONENT 803-5

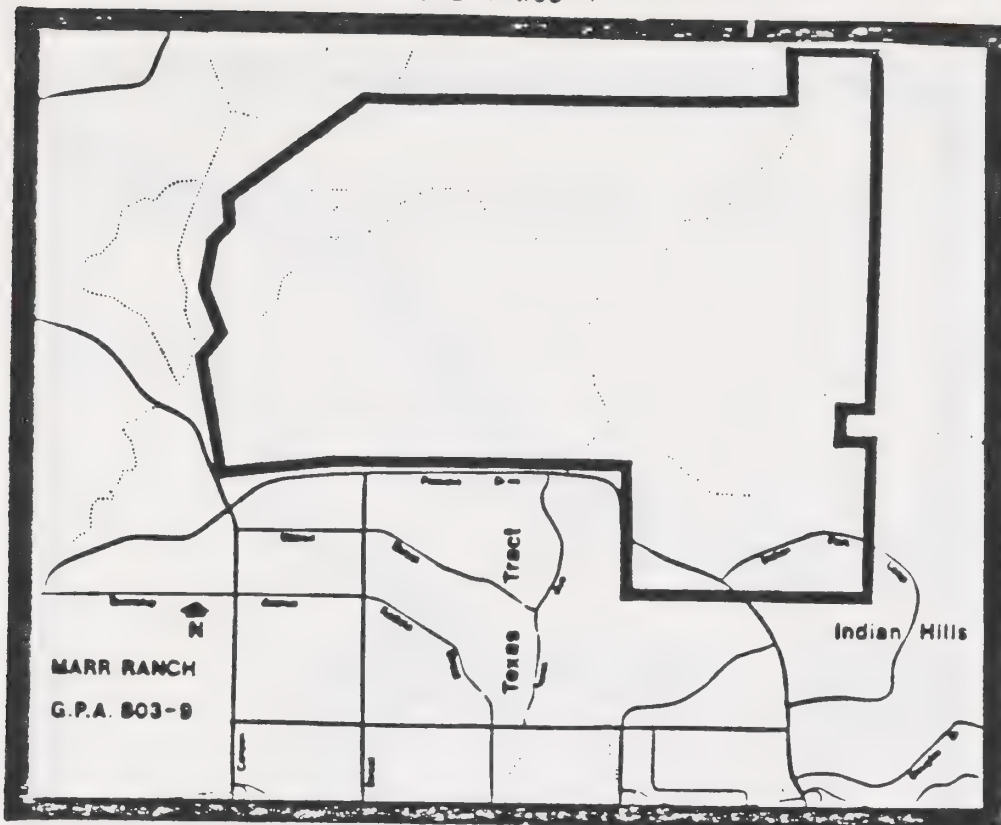


Approximately 16.54 acres located on the south side of Patricia Avenue between Hubbard Street and Duncan Street, changed from Very Low Density Residential to High Density Residential.

Approved 12-23-80
Res. No. 80-200

GENERAL PLAN AMENDMENT 80-3
LAND USE ELEMENT

COMPONENT 803-9



Approximately 2700 acres located north of the Indian Hills and Texas tracts in the northeastern portion of the Simi Valley Planning Area, changed from Medium Density Residential to High Density Residential on 52 acres of land within the Marr Ranch Specific Plan Area. Also revised the Land Use Mix Schedule on Page B-10 as follows:

| <u>Density Designation</u> | <u>Acreage</u> | <u>Units</u> |
|----------------------------|----------------|----------------------|
| High* | 70 Maximum | 900 Maximum |
| Intermediate* | | |
| Medium | 2,437 | 830 |
| Low | | |
| Residential Estate | | |
| Open Space | | |
| General Commercial | 17 | |
| Parks | 26 | |
| Elementary School | 10 | |
| Roads | 40 | |
| TOTAL | 2,548 | 1,730 MAXIMUM |

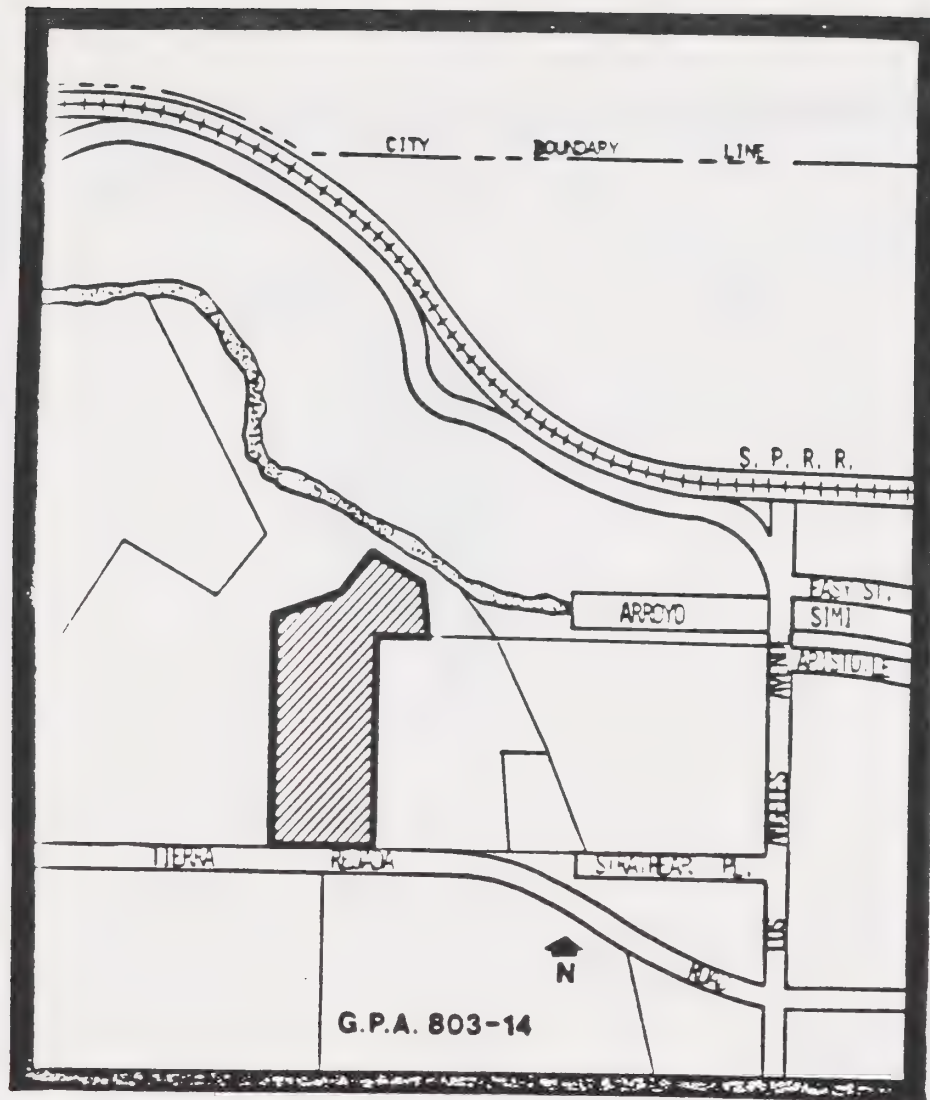
*That all High and Intermediate Density units shall be located north of the Indian Hills tract and east of the Texas tract.

That only single family detached dwelling units shall be located adjacent to and north of the Texas tract.

Approved 12-23-80
Res. No. 80-200

GENERAL PLAN AMENDMENT 80-3
LAND USE ELEMENT

COMPONENT 803-14

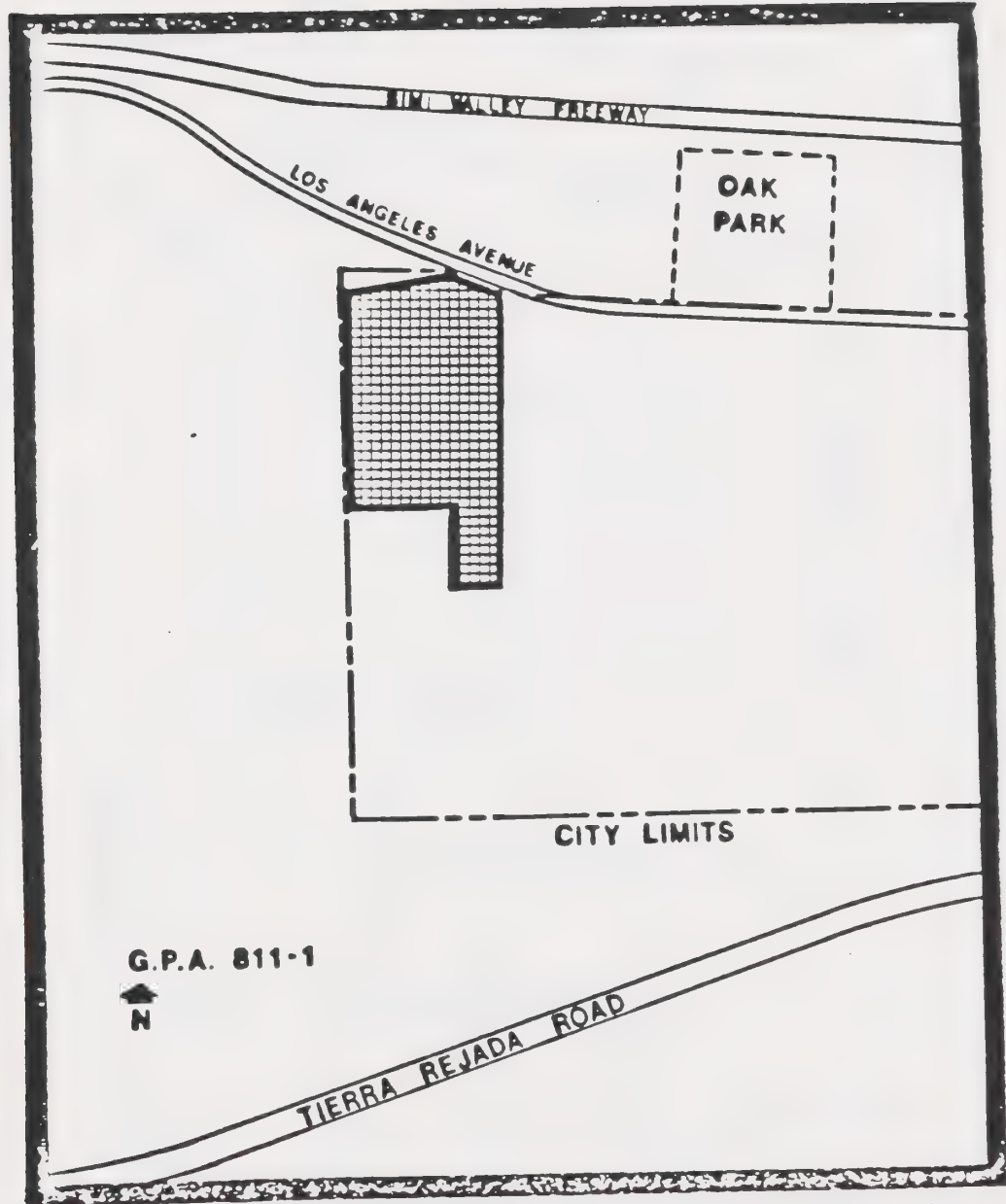


Approximately 17.54 acres located on the north side of Tierra Rejada Road some 2,000 feet west of Los Angeles Avenue, changed from Mobile Home to Commercial Recreation.

Approved 12-23-80
Res. No. 80-200

GENERAL PLAN AMENDMENT 81-1
LAND USE ELEMENT

COMPONENT 811-1

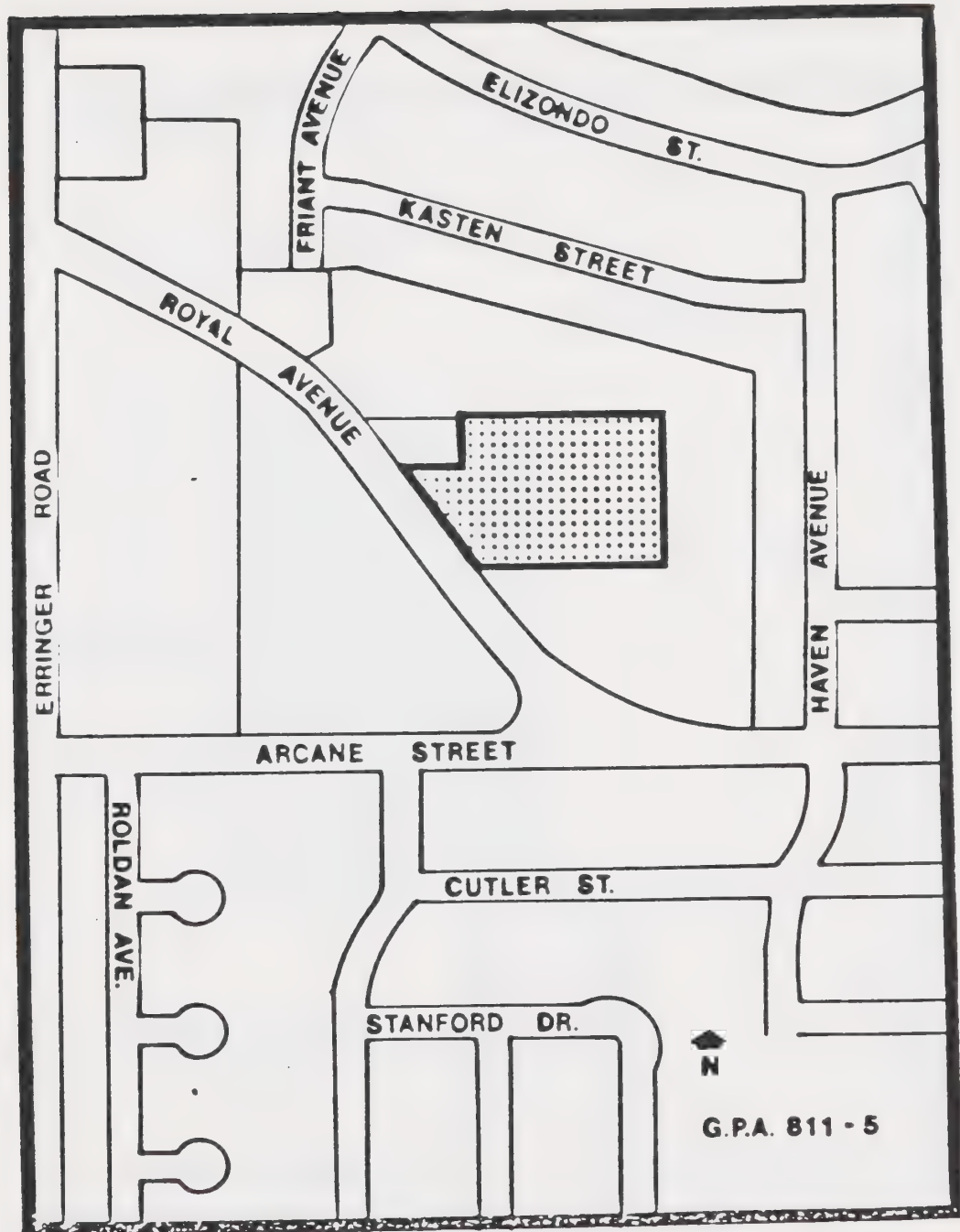


Approximately 57.3 acres located at the western end of Simi Valley adjacent to the City's western corporate limits and south of Los Angeles Avenue, changed from Open Space to Light Industrial.

Approved 11-2-81
Res. No. 81-143

GENERAL PLAN AMENDMENT 81-1
LAND USE ELEMENT

COMPONENT 811-5

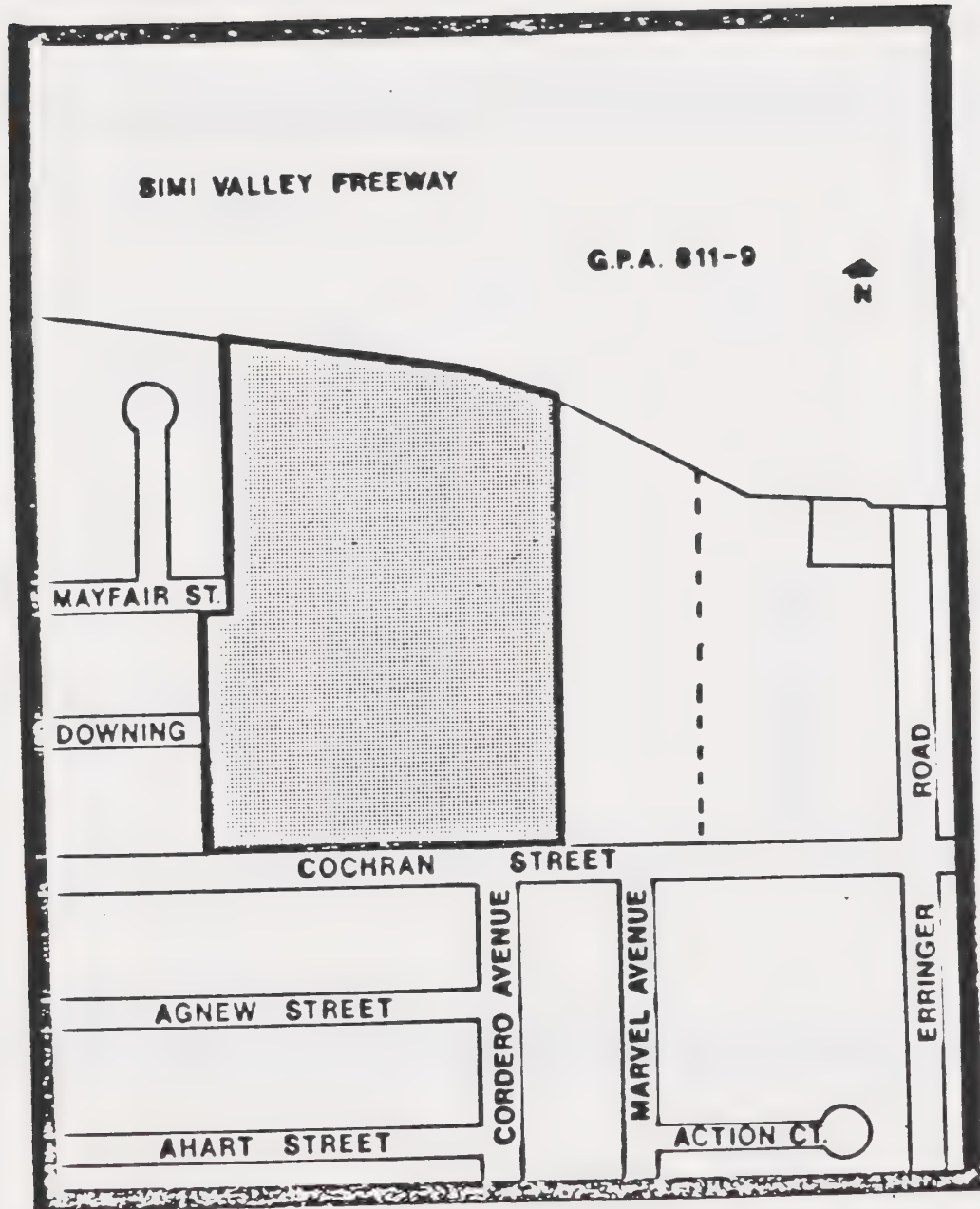


Approximately 4.10 acres located on the north side of Royal Avenue approximately 840 feet east of Erringer Road, changed from Commercial Office to Low Density Residential.

Approved 11-2-81
Res. No. 81-143

GENERAL PLAN AMENDMENT 81-1
LAND USE ELEMENT

COMPONENT 811-9

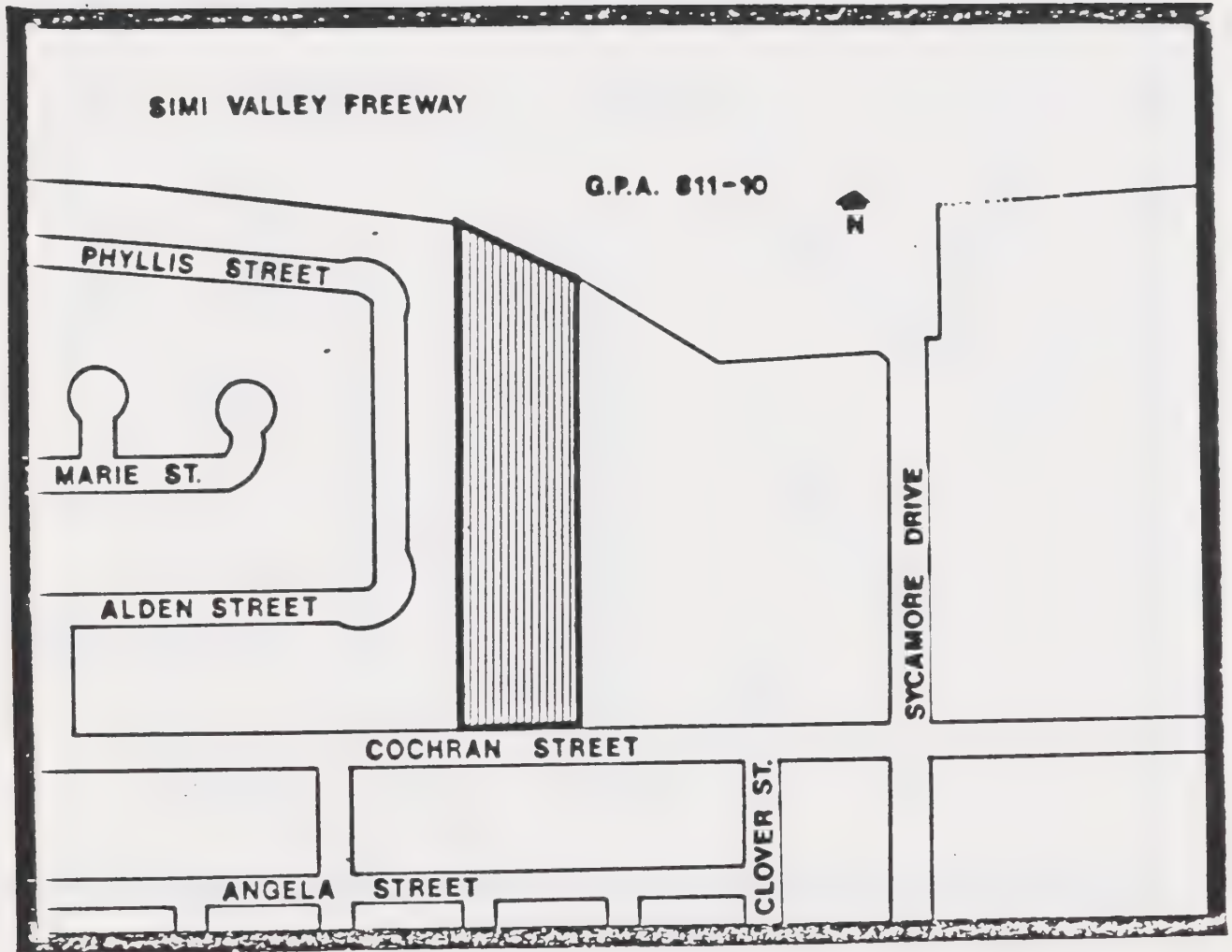


Approximately 13.51 acres located on the north side of Cochran Street approximately 600 feet west of Erringer Road, changed from Medium Density Residential to High Density Residential.

Approved 11-2-81
Res. No. 81-143

GENERAL PLAN AMENDMENT 81-1
LAND USE ELEMENT

COMPONENT 811-10

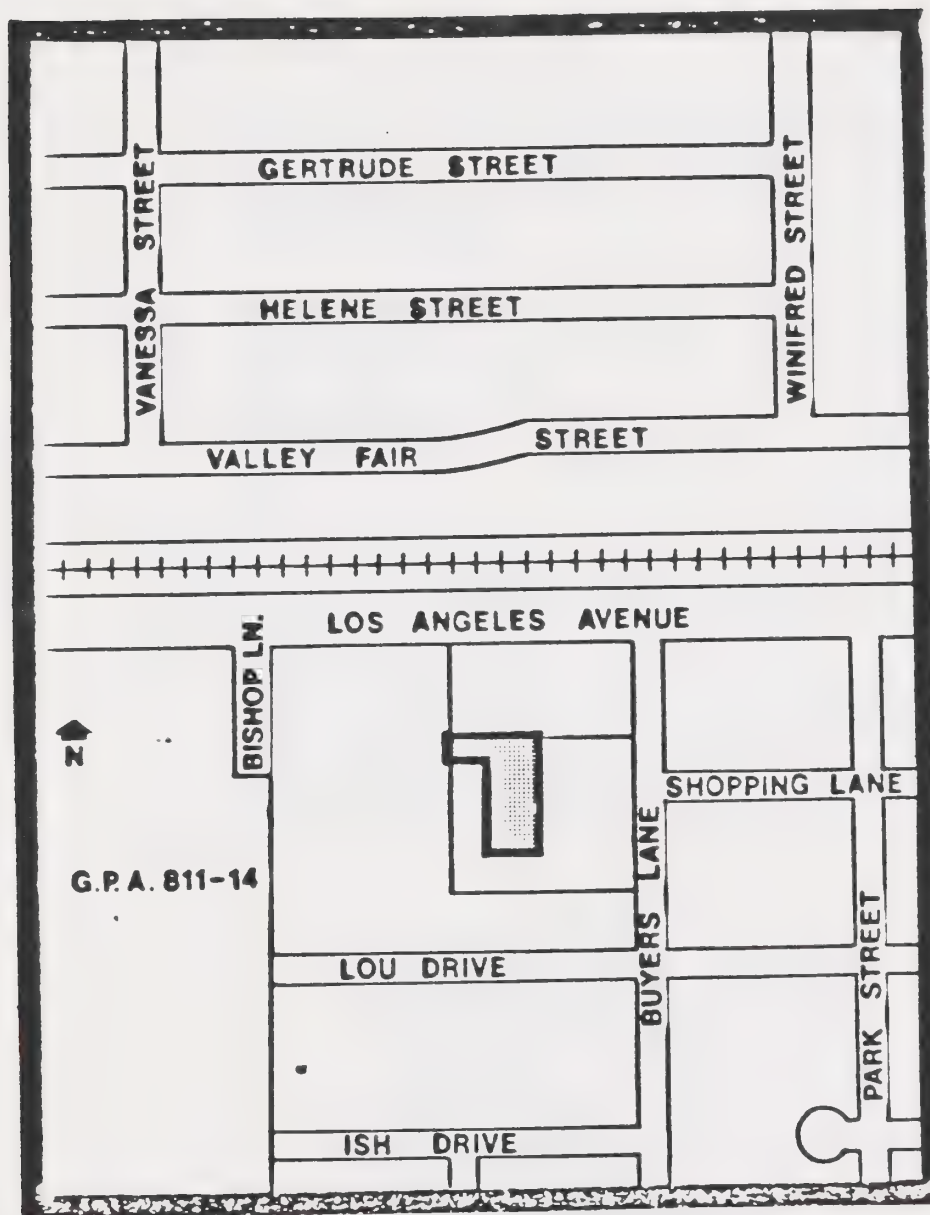


Approximately 4.4 acres located on the north side of Cochran Street approximately 600 feet west of Sycamore Drive, changed from Intermediate Density Residential to Commercial Office.

Approved 11-2-81
Res. No. 81-143

GENERAL PLAN AMENDMENT 81-1
LAND USE ELEMENT

COMPONENT 811-14



Approximately 0.5 acres located approximately 200 feet south of Los Angeles Avenue and approximately 200 feet west of Buyers Lane, changed from Light Industry to Very High Density Residential.

Approved 11-2-81
Res. No. 81-143

Appropriate uses shall include conference centers, swim and tennis clubs, exercise clubs and entertainment facilities.

5. A dinnerhouse restaurant shall be a permitted use adjacent to the southeast clustered residential area in proximity to the freeway. Site planning and architectural design shall ensure the compatibility of this use with adjacent residential uses as well as recognition of the visual impact from the freeway.

G. Runkle Ranch (portion of)

Location: South of the Arroyo Simi, from Brandeis on the east to approximately Mt. View Elementary School on west.

Standards: The overall mix of land uses should be approximately as follows:

| | |
|----------------------|-------------|
| Intermediate Density | - 25 acres |
| Medium Density | - 50 acres |
| Low Density | - 25 acres |
| Residential Estate | - Node |
| Park | - 7.5 acres |
| Open Space | - Remainder |

H. Runkle Ranch (portion of)

Location: Approximately 47.3 acres located adjacent and south of Royal Avenue approximately 1,000 feet south of Appleton Road.

Purpose: The ultimate design is to achieve a sensitivity to and a compatibility with the surrounding neighborhoods through the development of single family detached homes.

Standards:

1. The total number of dwelling units is not to exceed 195. The entitlement is awarded as follows:

| | | |
|---|-----------------|---------------------------|
| Basic Allocation (Medium Density) | 37.3 ac. | 187 dwelling units |
| Density Bonus for communitywide amenities (off-site improvements on Royal Avenue) | 10.0 ac. | 8 dwelling units |
| TOTAL | 47.3 ac. | 195 dwelling units |

Additional density bonus units are not available in the Specific Plan project area for any reason.

2. The units shall be sited as shown on the figure below. Twenty units are to be located on the 10 acres adjacent and south of Royal Avenue. Said 10 acres to be deed restricted to have not more than 20 single family residential lots. The remaining 175 units will be located on the balance of the project area.

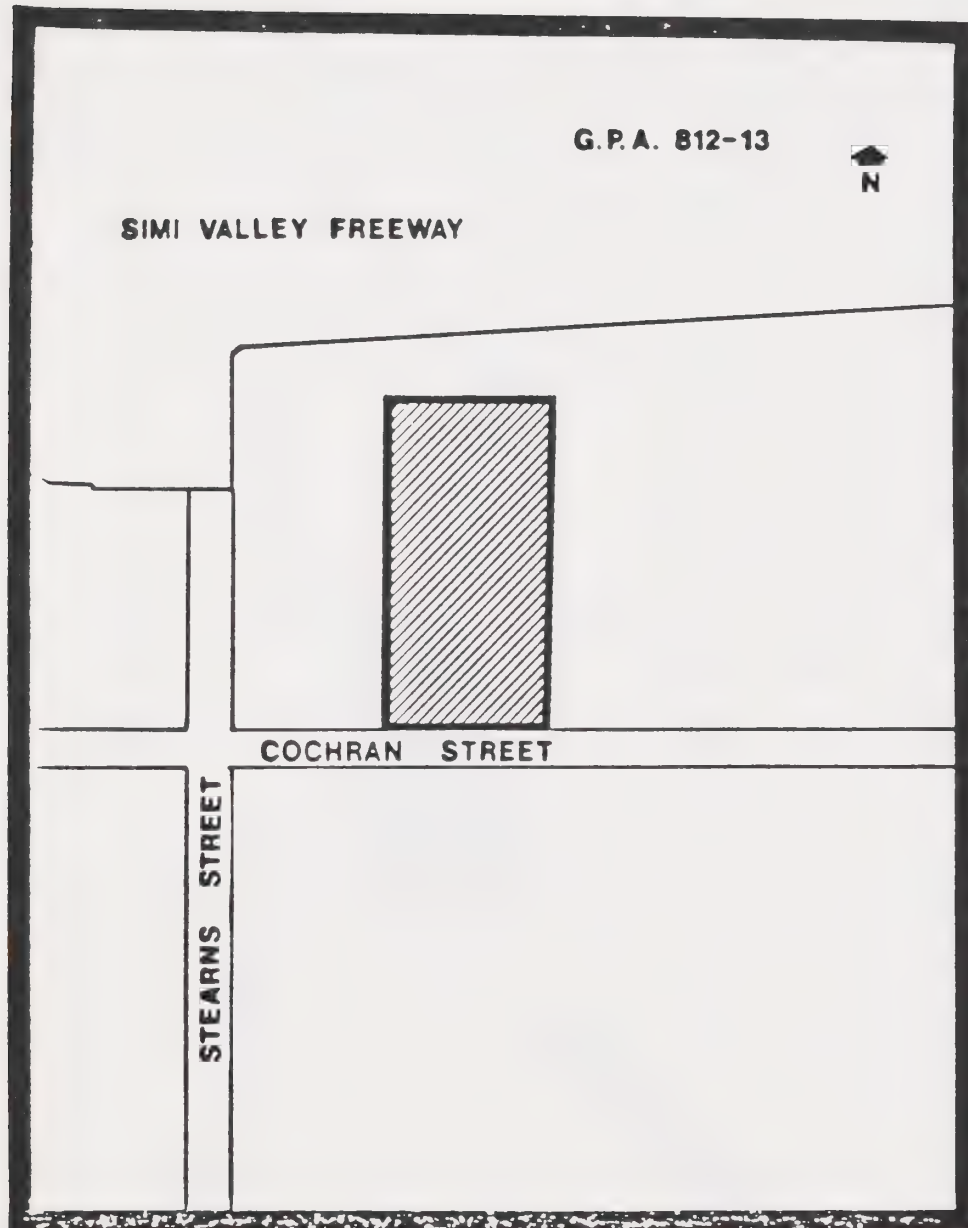
FIGURE I



3. Commercial land uses are not permitted. The Specific Plan will consist of residential uses only.
4. No structures higher than two stories are permitted within the project area. (Tuck-under parking constitutes one story.)

GENERAL PLAN AMENDMENT 81-2
LAND USE ELEMENT

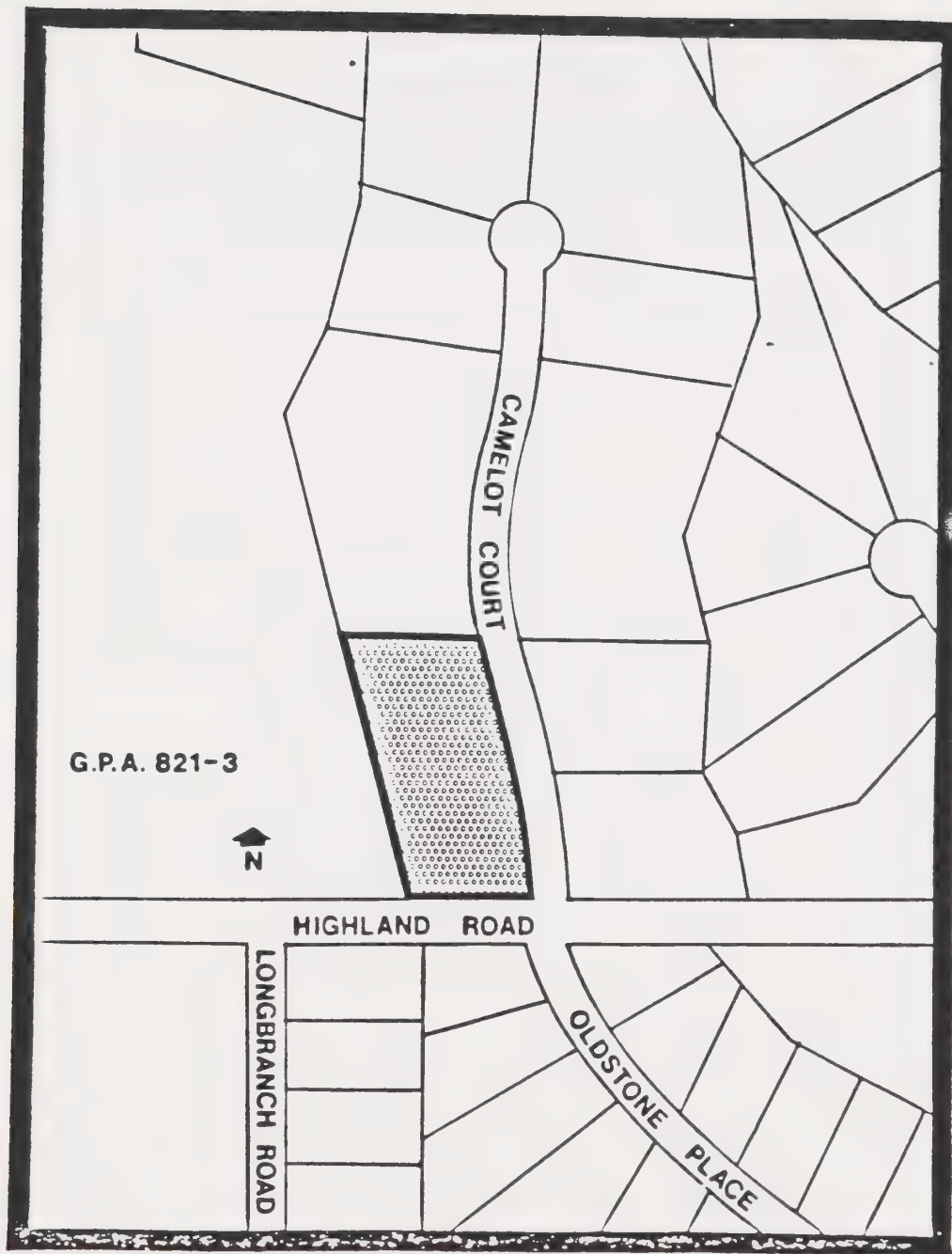
COMPONENT 812-13



Approximately 4.29 acres located adjacent to and north of Cochran Street, 400 feet east of Stearns Street changed from Low Density Residential to Commercial Office.

Approved 12-21-81
Res. No. 81-170

GENERAL PLAN AMENDMENT 82-1
LAND USE ELEMENT
COMPONENT 821-3



Approximately 1.4 acres located on the northwest corner of Highland Road and Old Stone Place, changed from "Residential Estate" (1 acre minimum lot size), to "Very Low Density Residential" 20,000 sq.ft. minimum lot size.



GENERAL PLAN AMENDMENT 81-1
CIRCULATION ELEMENT

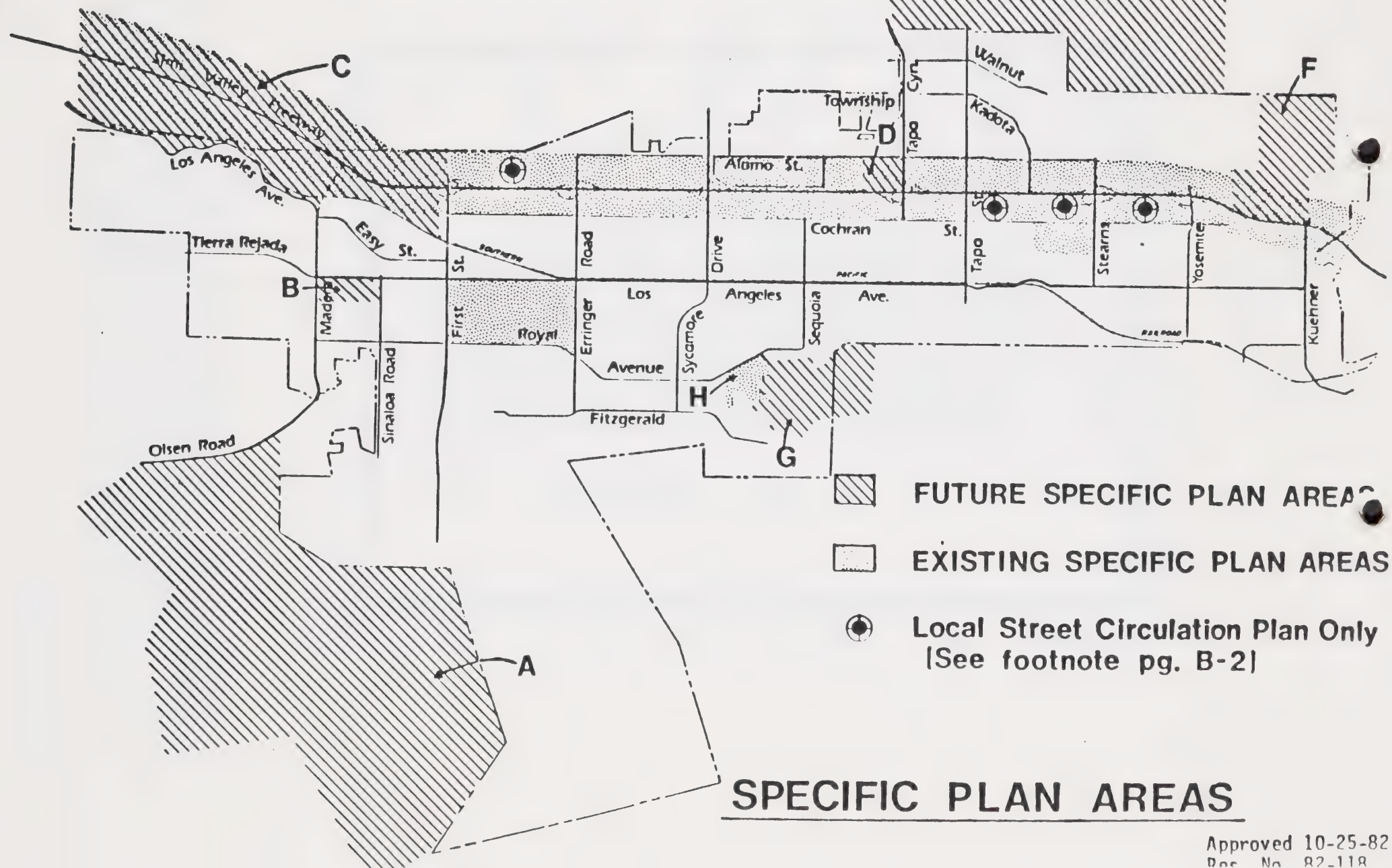
COMPONENT 811-1 AND 811-2

CIRCULATION ELEMENT

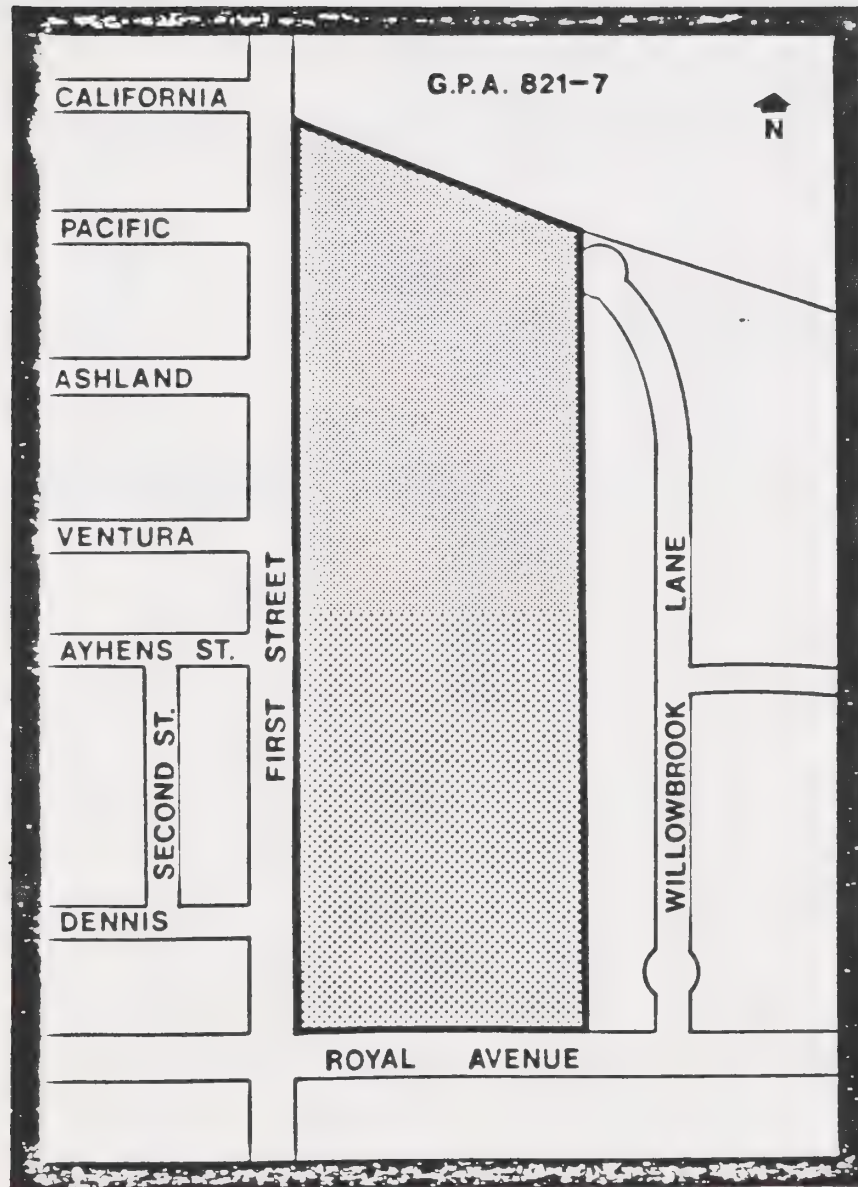
Changes in certain street rights-of-way based upon updated traffic volume information and the removal of approximately 1.7 miles of Tapo Canyon Road between Arroyo Simi and Sequoia Avenue from collector designation.

Approved 11-2-81
Res. No. 81-143

5. Two story units shall be placed away from existing development.
6. Buffer areas shall be provided adjacent to existing residential land uses.
7. Each residential unit shall be developed as a single family detached unit. No attached housing is permitted in the project area.
8. Grading is to be kept to a minimum and is not permitted in slopes that are greater than twenty percent.
9. Grading shall compliment the natural terrain.
10. The development criteria which has been established in Chapter III of the General Plan, subsection Project Design, shall be followed. Said standards shall guarantee a design sensitive to the natural terrain and harmonious with adjoining uses.
11. The Specific Plan is to provide for street improvements to include the widening, to four lanes, of Royal Avenue, west of the project site.
12. Storm drain improvements are to be provided as necessary.
13. Loveday Street is to be closed to through traffic.
14. Sidewalks are to be provided on Loveday Street.
15. Flood control measures are to be provided to handle the downstream flow of water on the north and southwest side of the project.
16. Healthy and mature trees are to be retained. Development of the Specific Plan area is subject to the Skyline Tree Preservation Policy.
17. The discretionary aspects of the Hillside Performance Standards are to be discouraged and the standards are to be followed to the strictest letter.
18. On-site grading to fill the ten acres adjacent and south of Royal Avenue is to be limited to the necessary grading for roads and house pads within the development area.

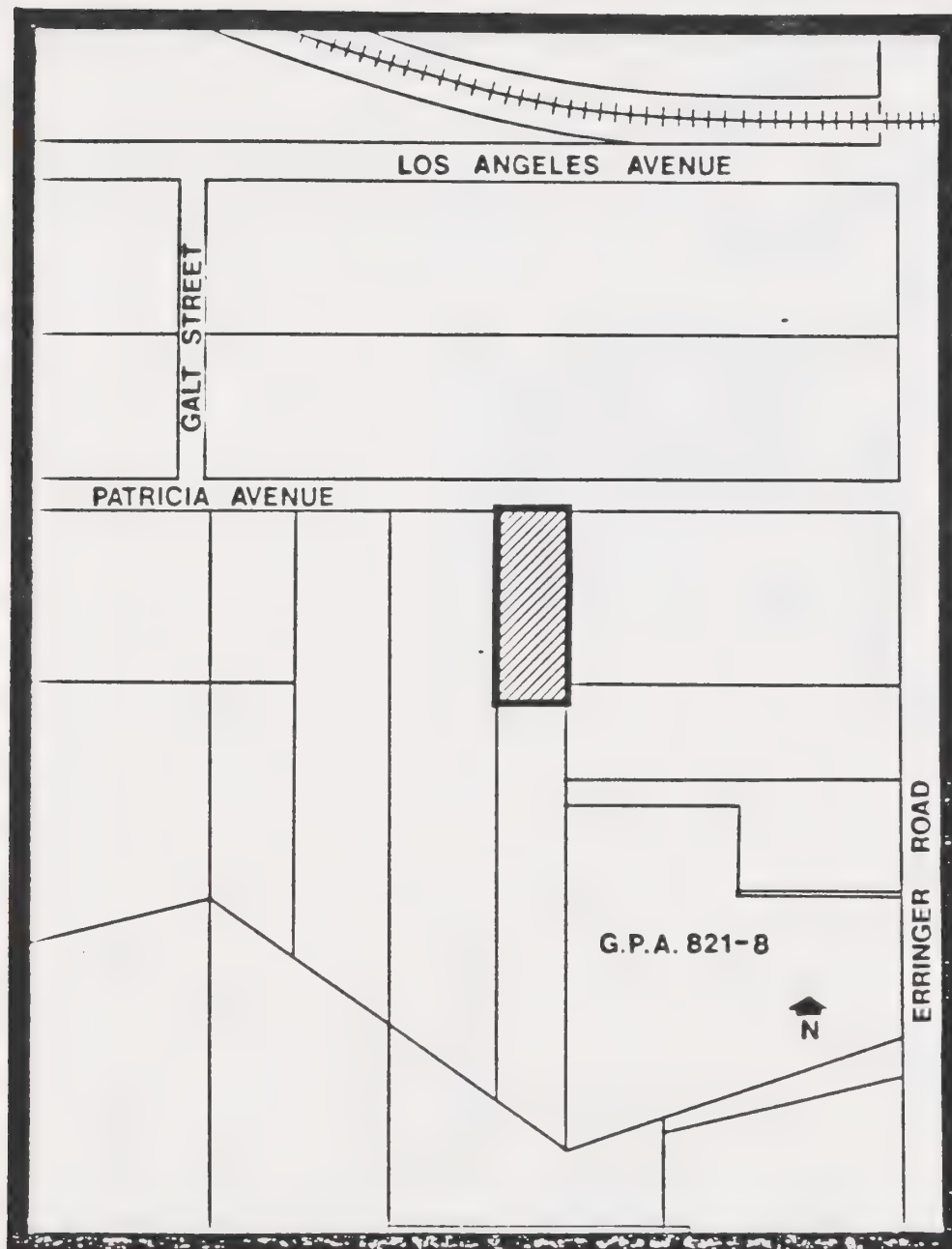


GENERAL PLAN AMENDMENT 82-1
LAND USE ELEMENT
COMPONENT 821-7



Approximately 26.49 acre site located on the east side of First Street between the Arroyo Simi and Royal Avenue. All of the land between First Street and the west boundary of Tract 2493 and between the Arroyo Simi and the south property line of Assessor's Parcel No. 632-100-43 is changed from "Very High Density Residential" to "High Density Residential." The remaining portion of the site retains the designation of "Intermediate Density Residential."

GENERAL PLAN AMENDMENT 82-1
LAND USE ELEMENT
COMPONENT 821-8

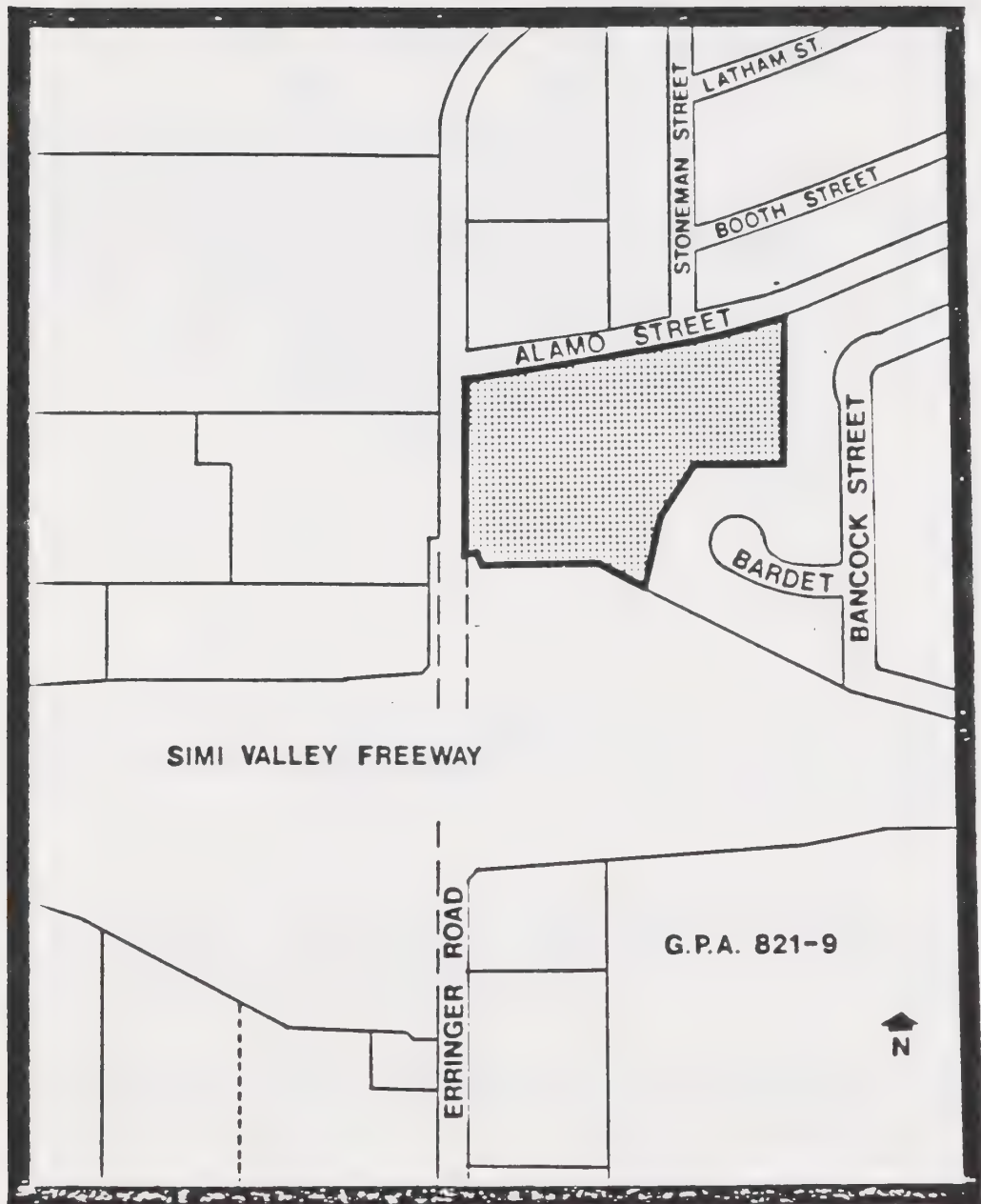


Approximately 1.16 acres located on the south side of Patricia Avenue approximately 500 feet east of Galt Street, changed from "Intermediate Density Residential" to "General Commercial."

GENERAL PLAN AMENDMENT 82-1

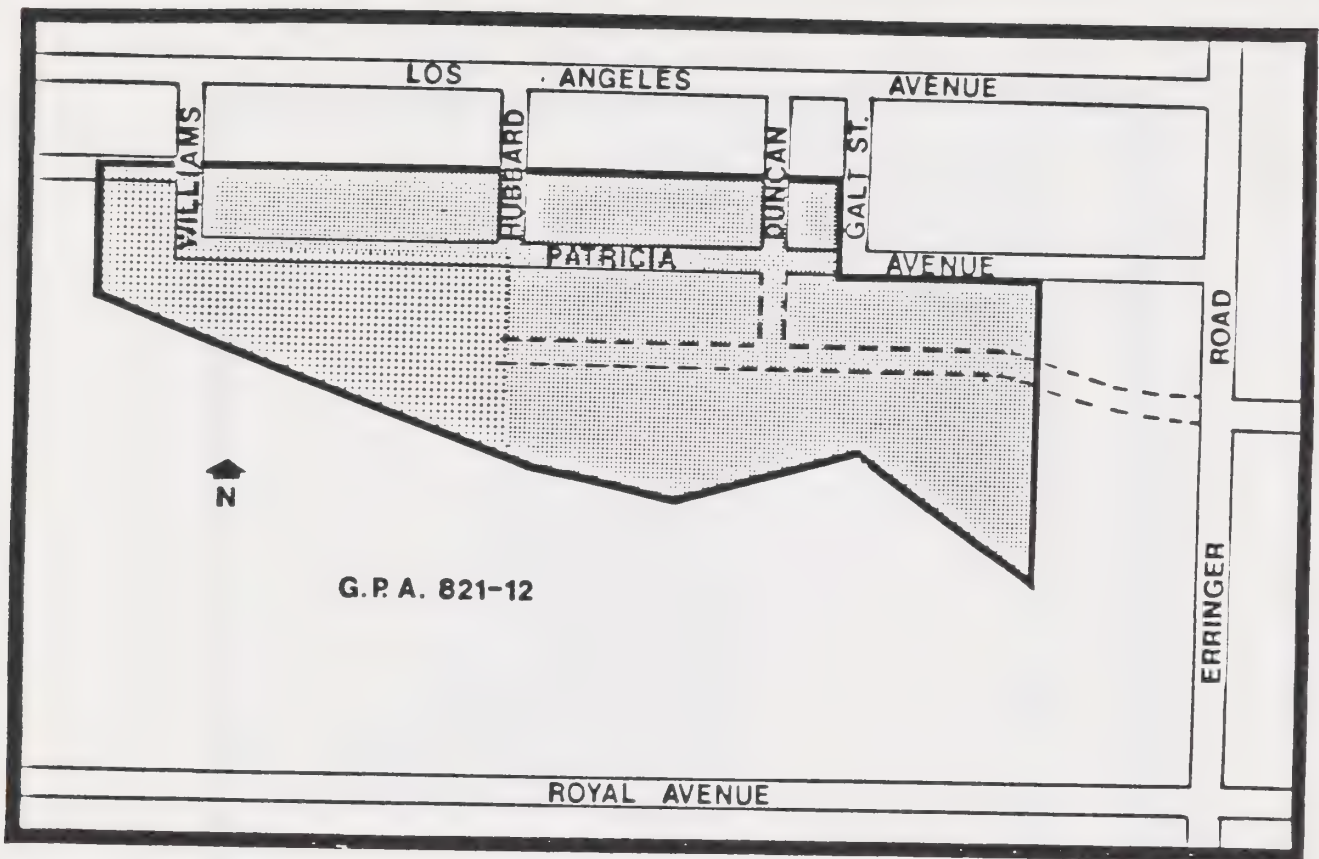
LAND USE ELEMENT

COMPONENT 821-9



Approximately 4.56 acres located on the southeastern corner of Alamo Street and Erringer Road, changed from "General Commercial Hotel/Motel" node to "Intermediate Density Residential."

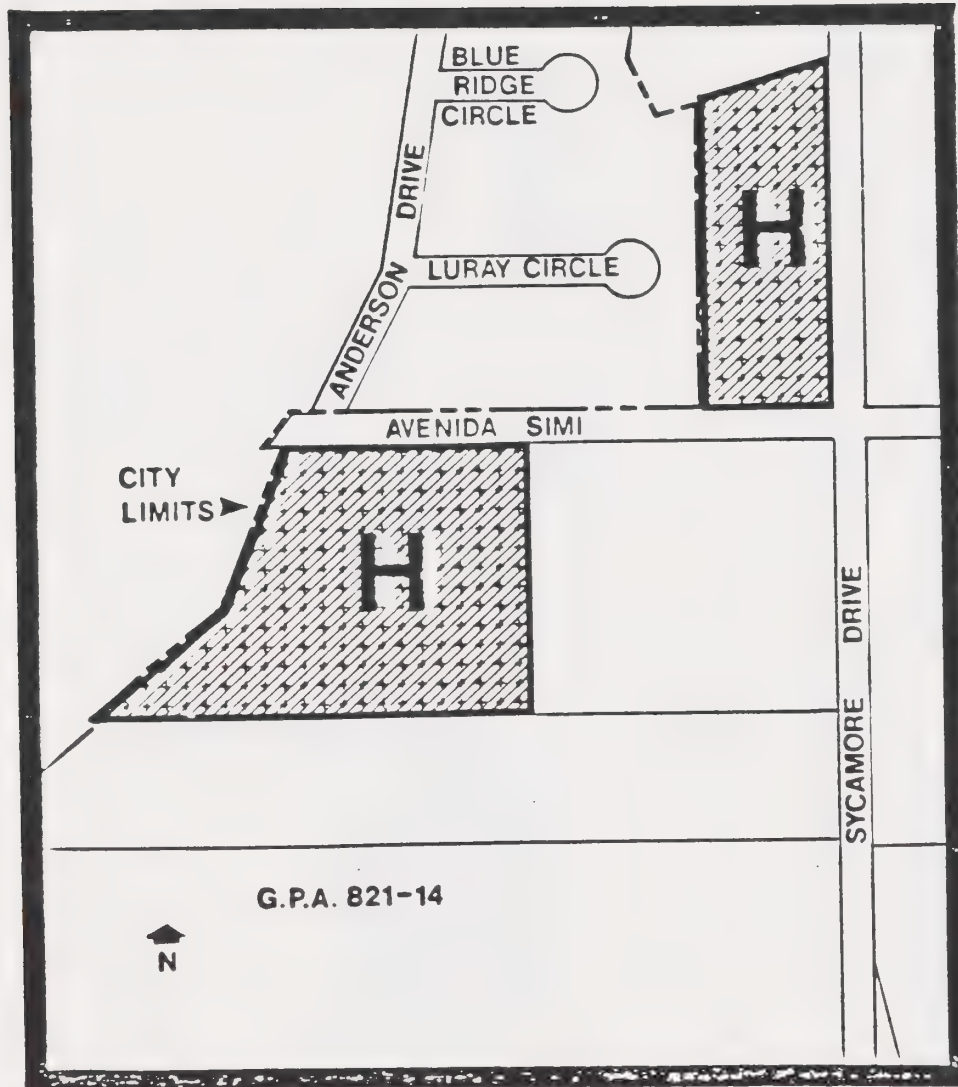
GENERAL PLAN AMENDMENT 82-1
LAND USE ELEMENT
COMPONENT 821-12



The Patricia Avenue area is generally described as the north and south sides of Patricia Avenue from a point 565 feet east of the centerline of Galt Street to a point 305 feet west of the centerline of Williams Street. Changes to the Patricia Avenue land uses are as follows:

1. That all property between Galt Street and Williams Street on the north side of Patricia Avenue for a distance of 280 feet change from "Intermediate Density Residential" to "High Density Residential"; and
2. That all property south of Patricia Avenue and between the southerly extension of the centerline of Duncan Street and the west boundary of Assessor's Parcels 632-060-12 and 30 change from "Very Low Density Residential" and "Intermediate Density Residential" to "High Density Residential"; and
3. That all property south of Patricia Avenue between the centerline of Hubbard Street and the western boundary of Assessor's Parcel number 632-091-13 change from "Very Low Density Residential" to "Intermediate Density Residential."

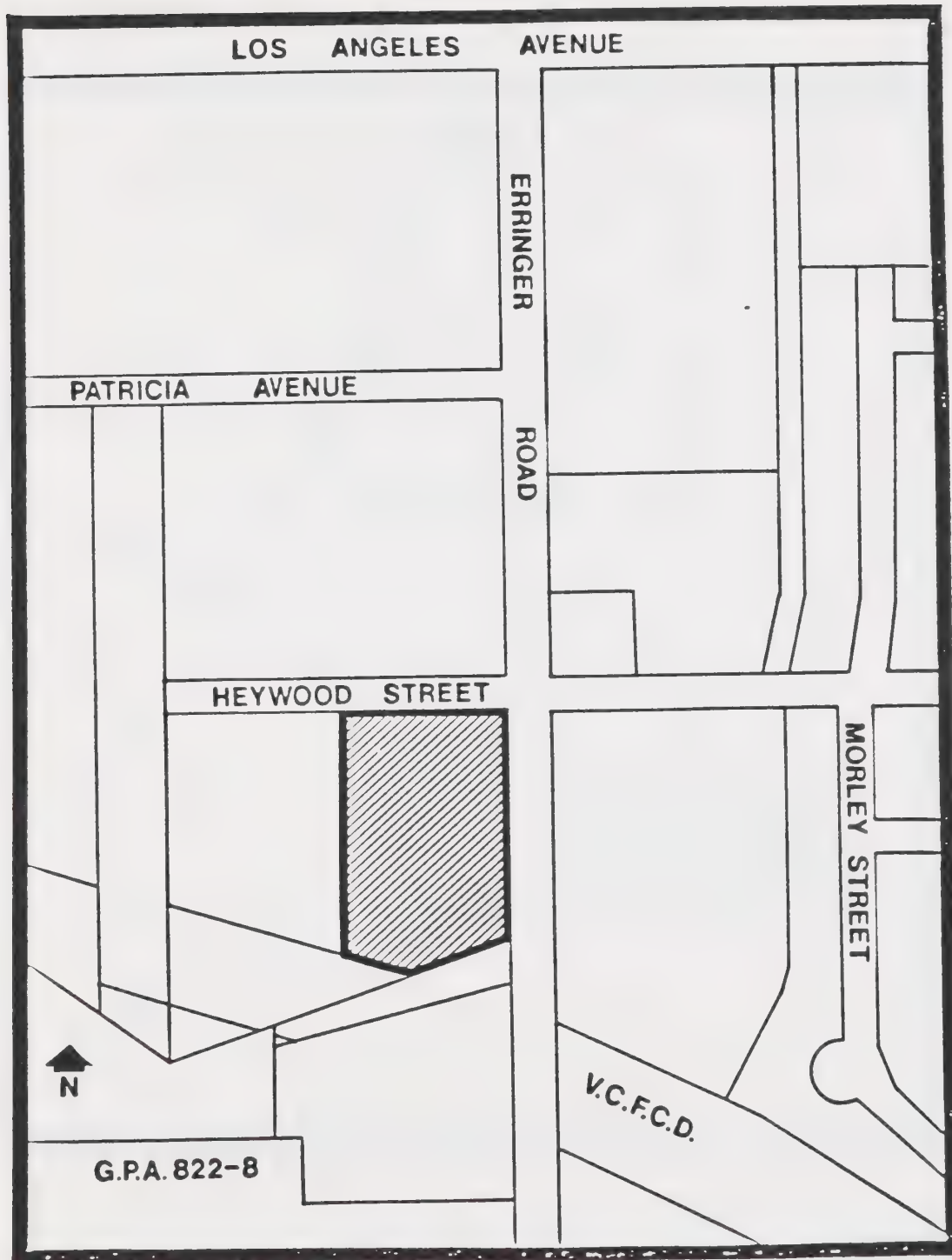
GENERAL PLAN AMENDMENT 82-1
LAND USE ELEMENT
COMPONENT 821-14



Approximately 1.99 acres located on the northwest corner of Avenida Simi and Sycamore Drive, changed from "Low Density Residential" to "Office Commercial" with a "Hospital Overlay Zone." Also to impose the "Hospital Overlay Zone" on the 5.12 acre parcel located on the west side of the Adventist Hospital.

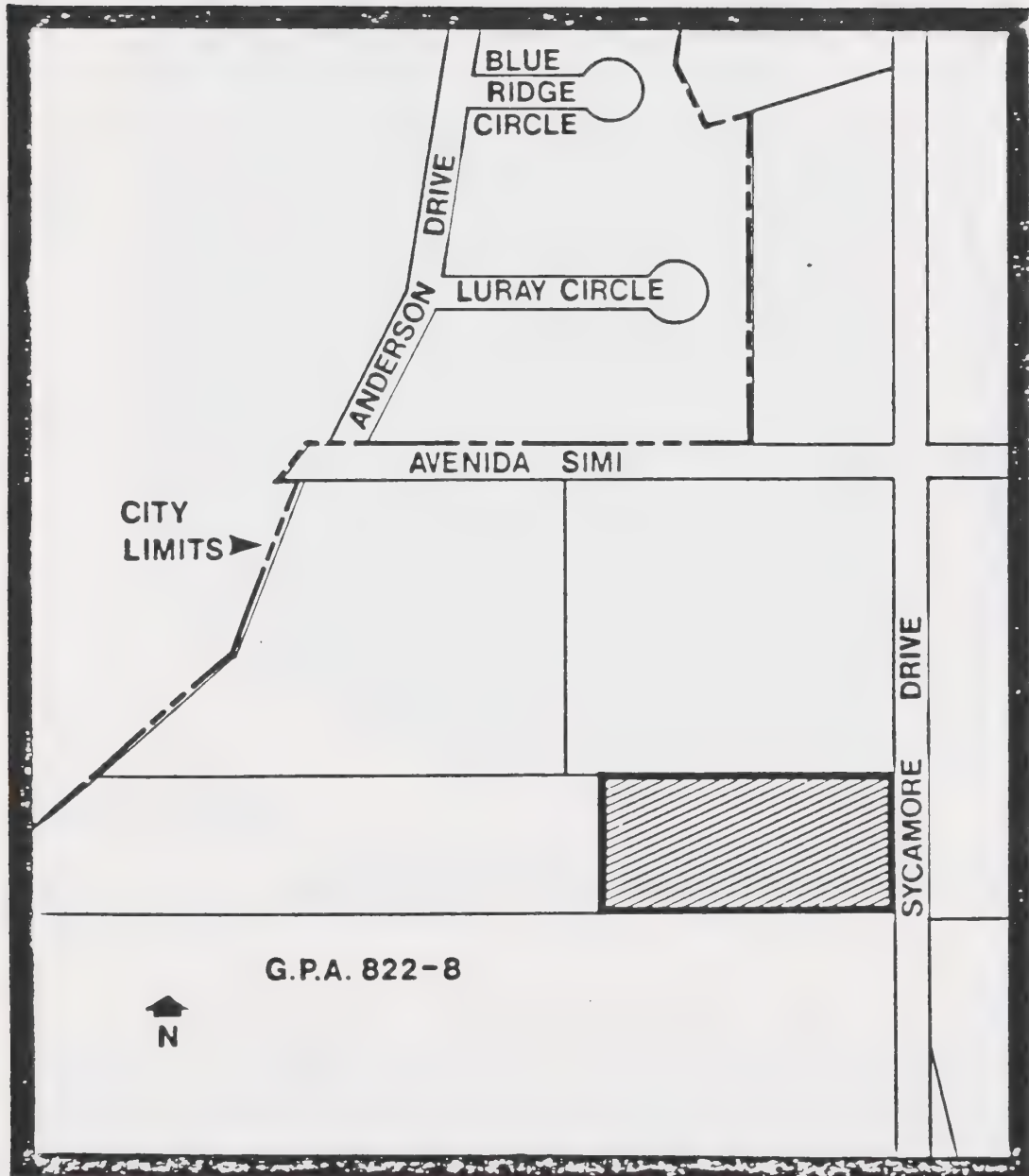


GENERAL PLAN AMENDMENT 82-2
LAND USE ELEMENT
COMPONENT 822-8



Removal of "Hospital Overlay" designation from approximately .50 acre site located on the southwestern corner of Heywood Street and Erringer Road, and the eastern portion of the parcel occupied by Simi Valley Community Hospital.

GENERAL PLAN AMENDMENT 82-2
LAND USE ELEMENT
COMPONENT 822-8



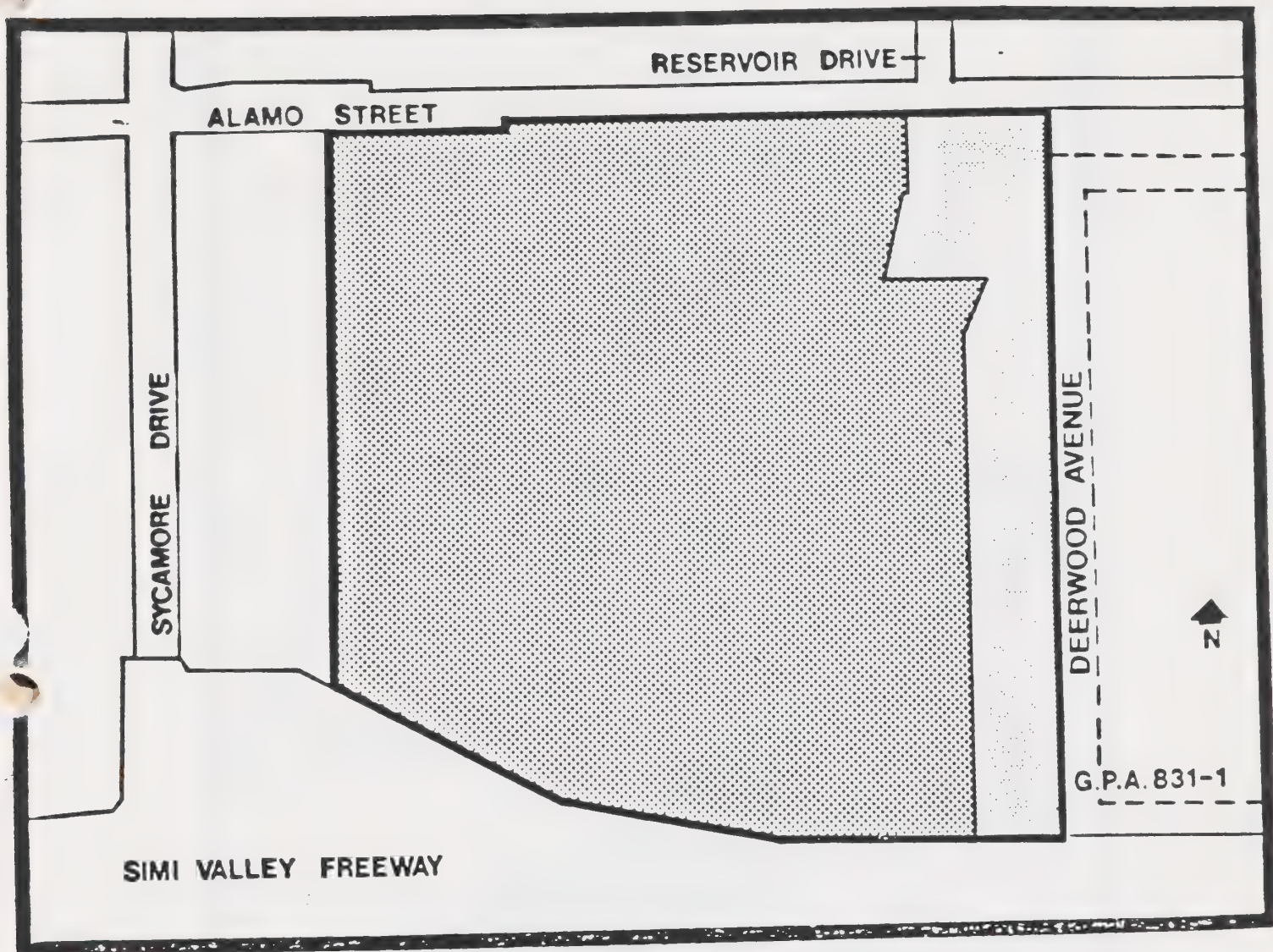
Removal of "Hospital Overlay" designation from approximately 1.96 acre site located south of Simi Adventist Hospital and west of Sycamore Drive.



GENERAL PLAN AMENDMENT 83-1

LAND USE ELEMENT

COMPONENT 831-1



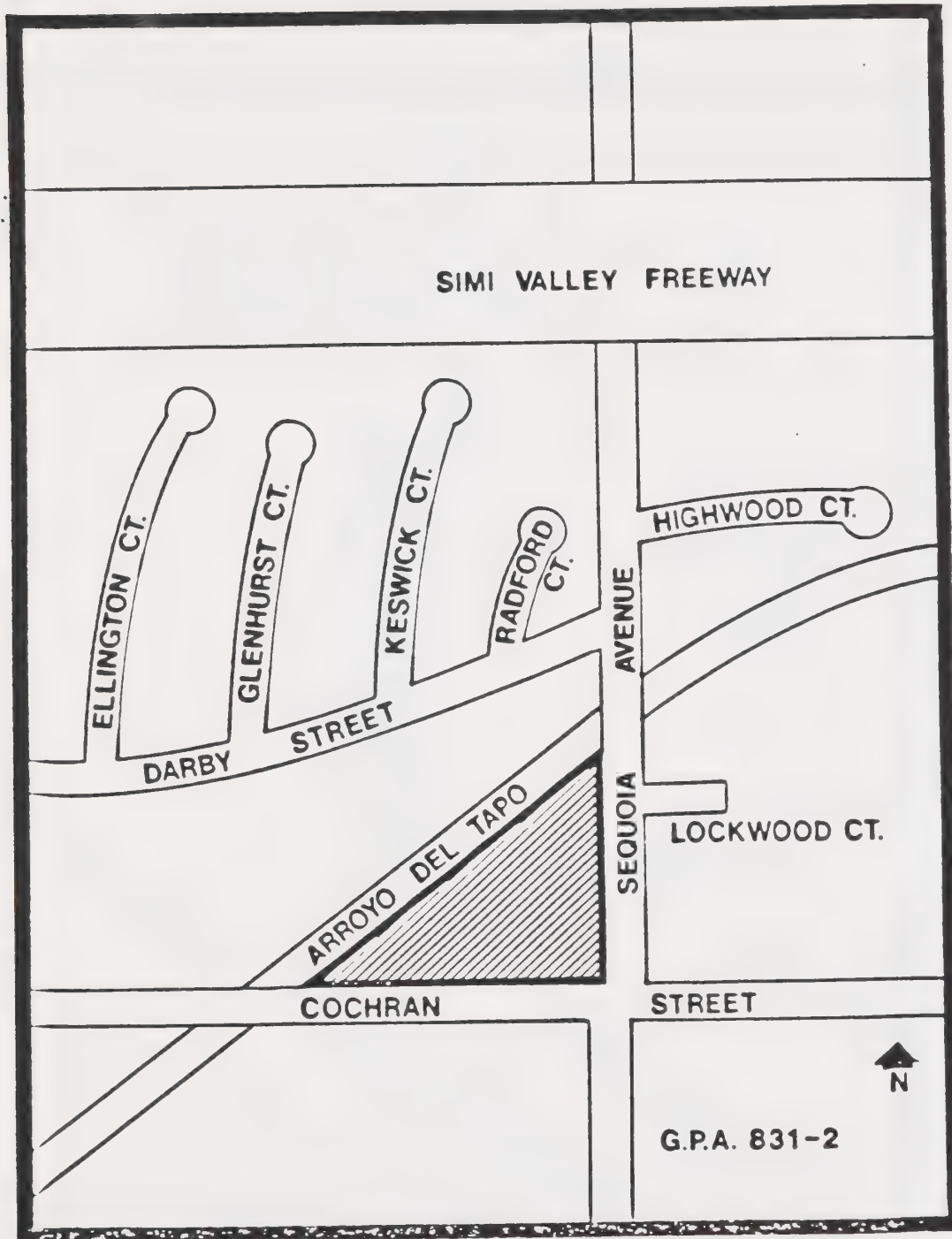
Approximately 37.09 acres located on the south side of Alamo Street approximately 340 feet east of Sycamore Drive, changed from Medium Density Residential to Intermediate Density Residential, except Assessor's Parcel Numbers 611-291-01 and -02 and 611-294-14 through -28 located west of Deerwood Avenue.

Approved 5-23-83
Res.No. 83-75

GENERAL PLAN AMENDMENT 83-1

LAND USE ELEMENT

COMPONENT 831-2



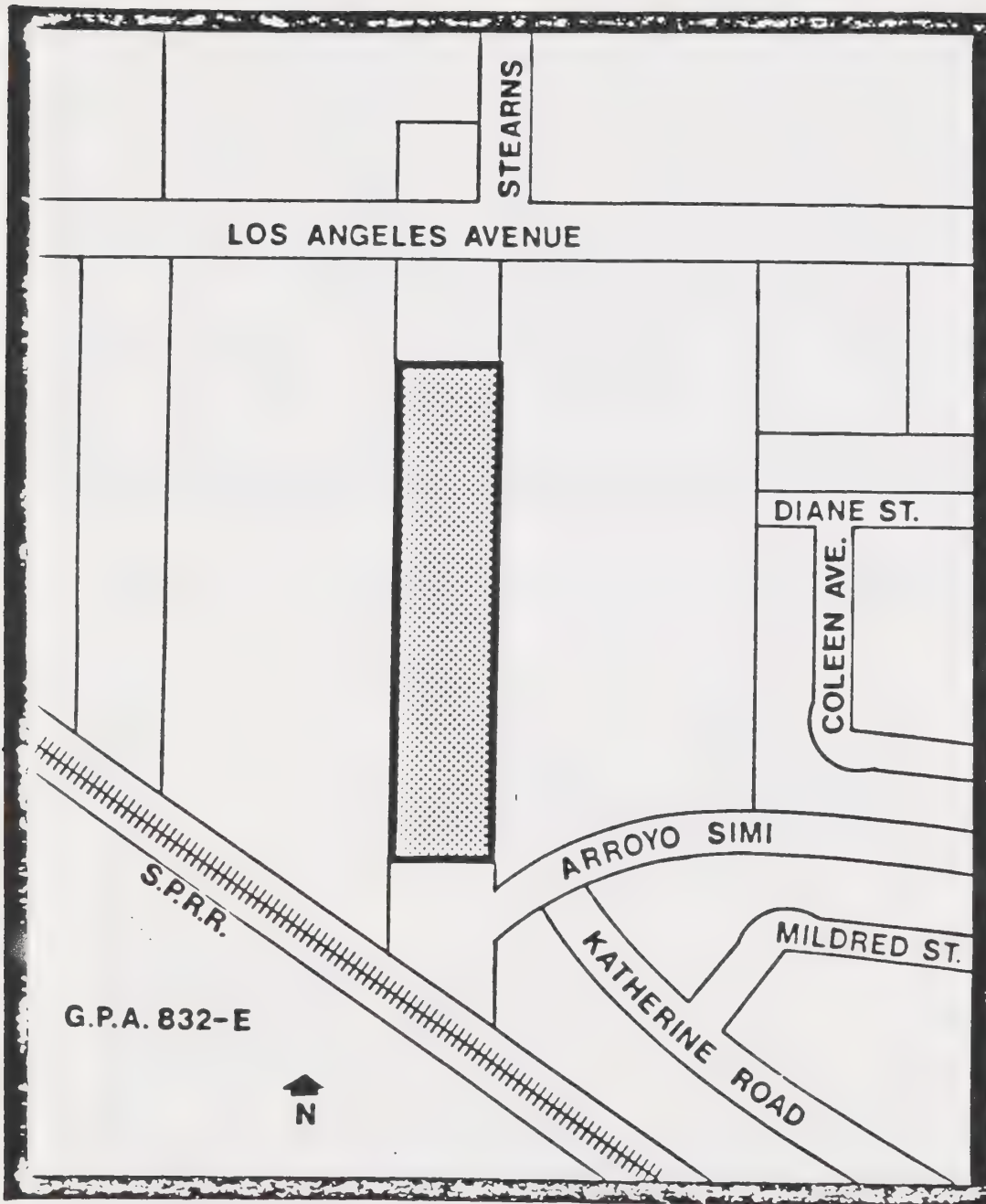
Approximately 1.97 acres located on the northwest corner of Sequoia Avenue and Cochran Street bordered on the northwest side by the Arroyo Simi, changed from High Density Residential to Commercial Office.

Approved 5-23-83
Res.No. 83-75

GENERAL PLAN AMENDMENT 83-2

LAND USE ELEMENT

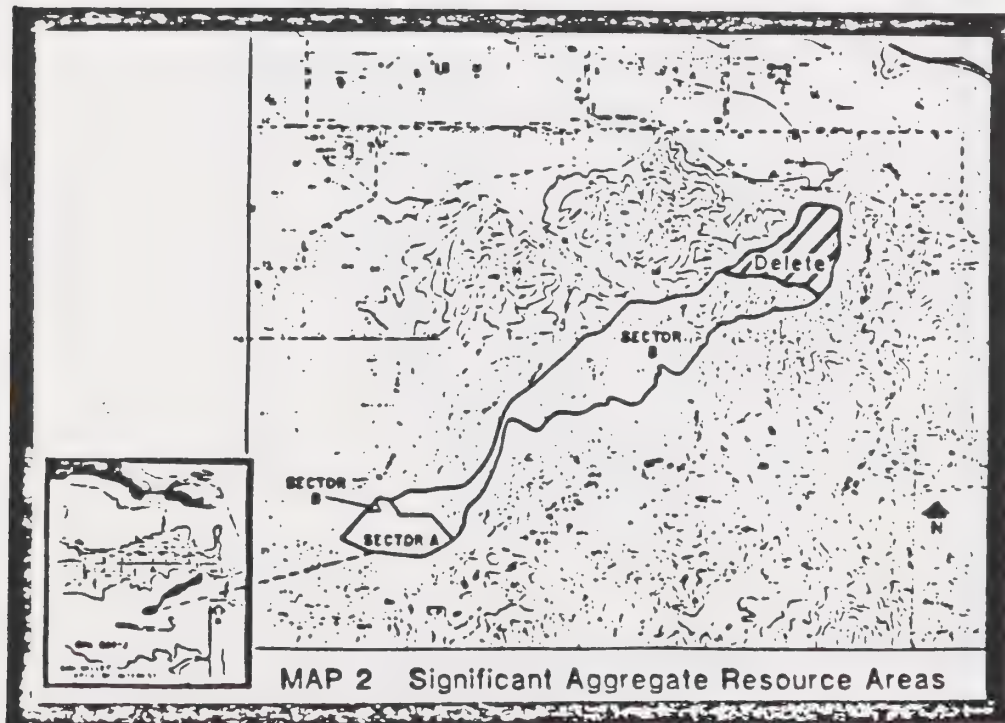
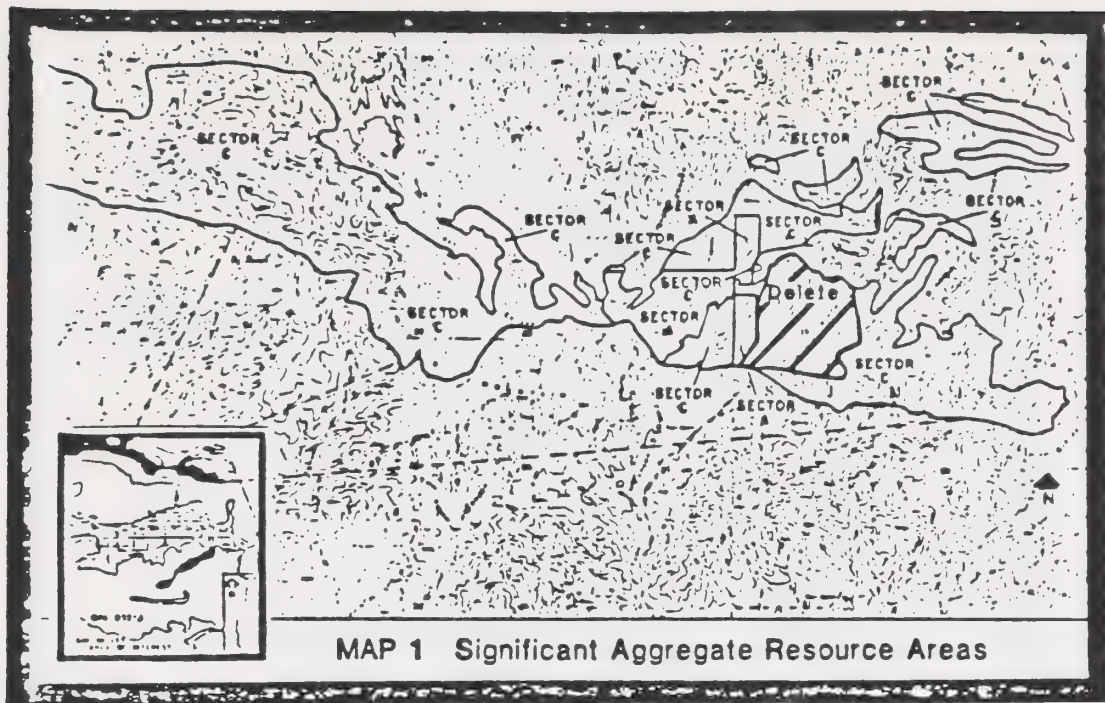
COMPONENT 832-E



Approximately 3.68 acres located on the western side of Stearns Street approximately 200 feet south of Los Angeles Avenue, changed from Mobile Home to Intermediate Density Residential.

Approved 12-5-83
Res. No. 83-172

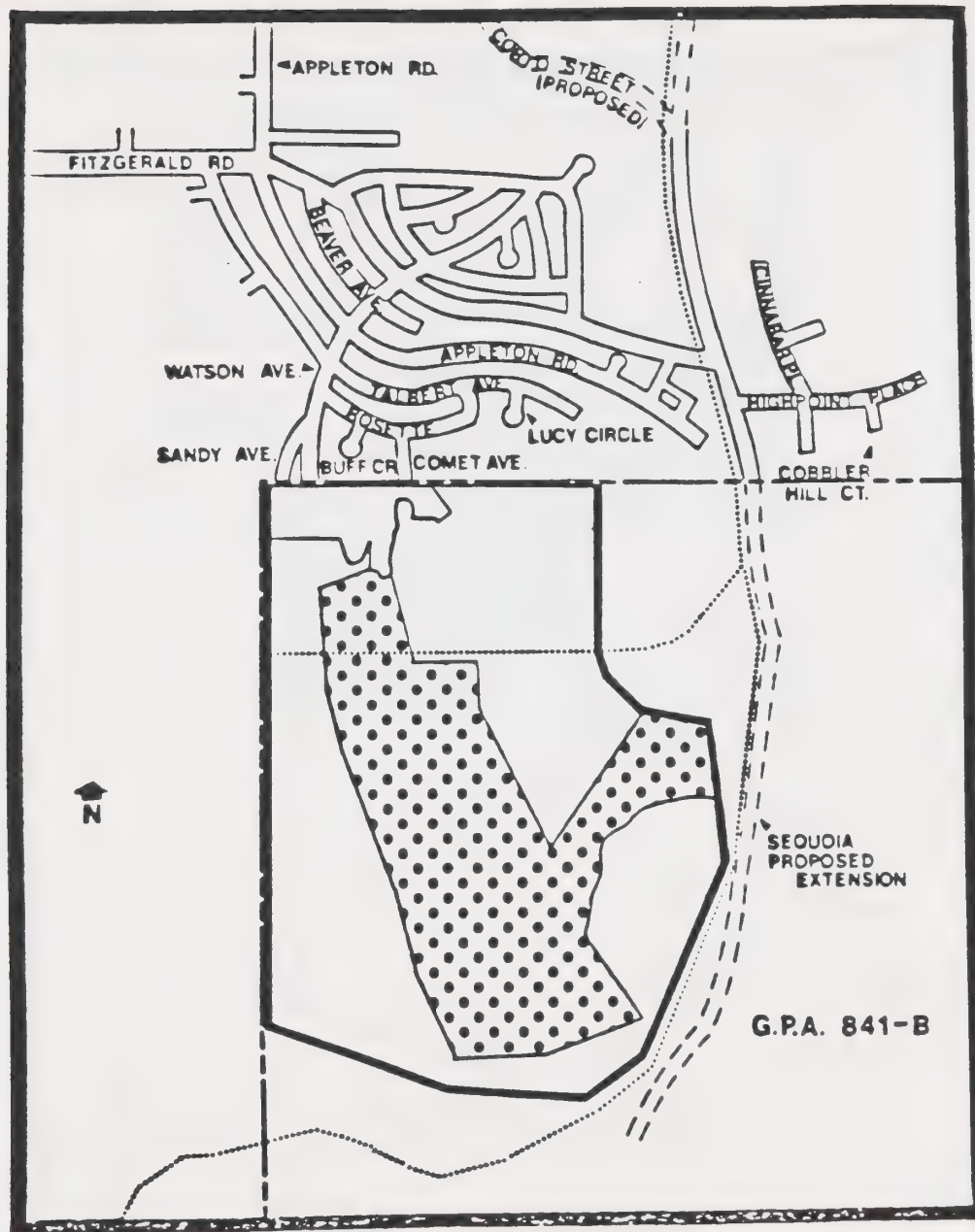
GENERAL PLAN AMENDMENT 83
LAND USE ELEMENT/COMPONENT 832-J



Map 1 is approximately 1,904 acres located in a band across the northern portion of the Simi Valley Area of Interest extending easterly and is westerly of the Gillibrand Quarry and Map 2 is approximately 371 acres located in a band extending northeasterly from and including the S.P. Milling Quarry. Each map designates areas of regionally significant construction aggregate resources.

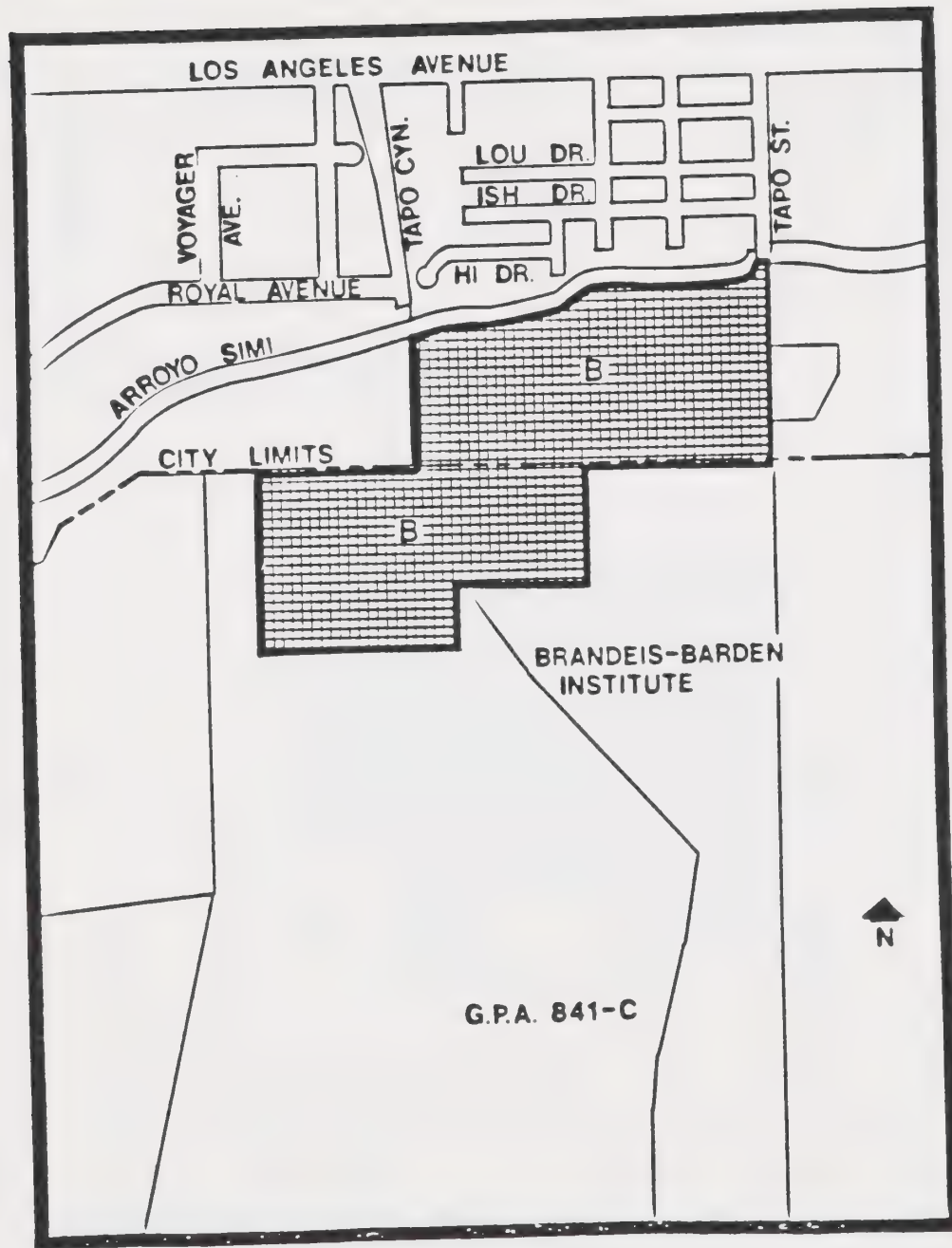
Approved 12-5-83
Res. No. 83-172

GENERAL PLAN AMENDMENT 84-1
LAND USE ELEMENT
COMPONENT 841-B



Approximately 324 acres located at the southern end of Comet Avenue and Watson Drive, west of Runkle Canyon, changed from "Open Space" to 124 acres of "Residential Estate" lots and 200 acres of "Open Space" lots. Also, an east-west Recreational Trail connecting with a designated trail in the vicinity of a future park at Runkle Reservoir was added.

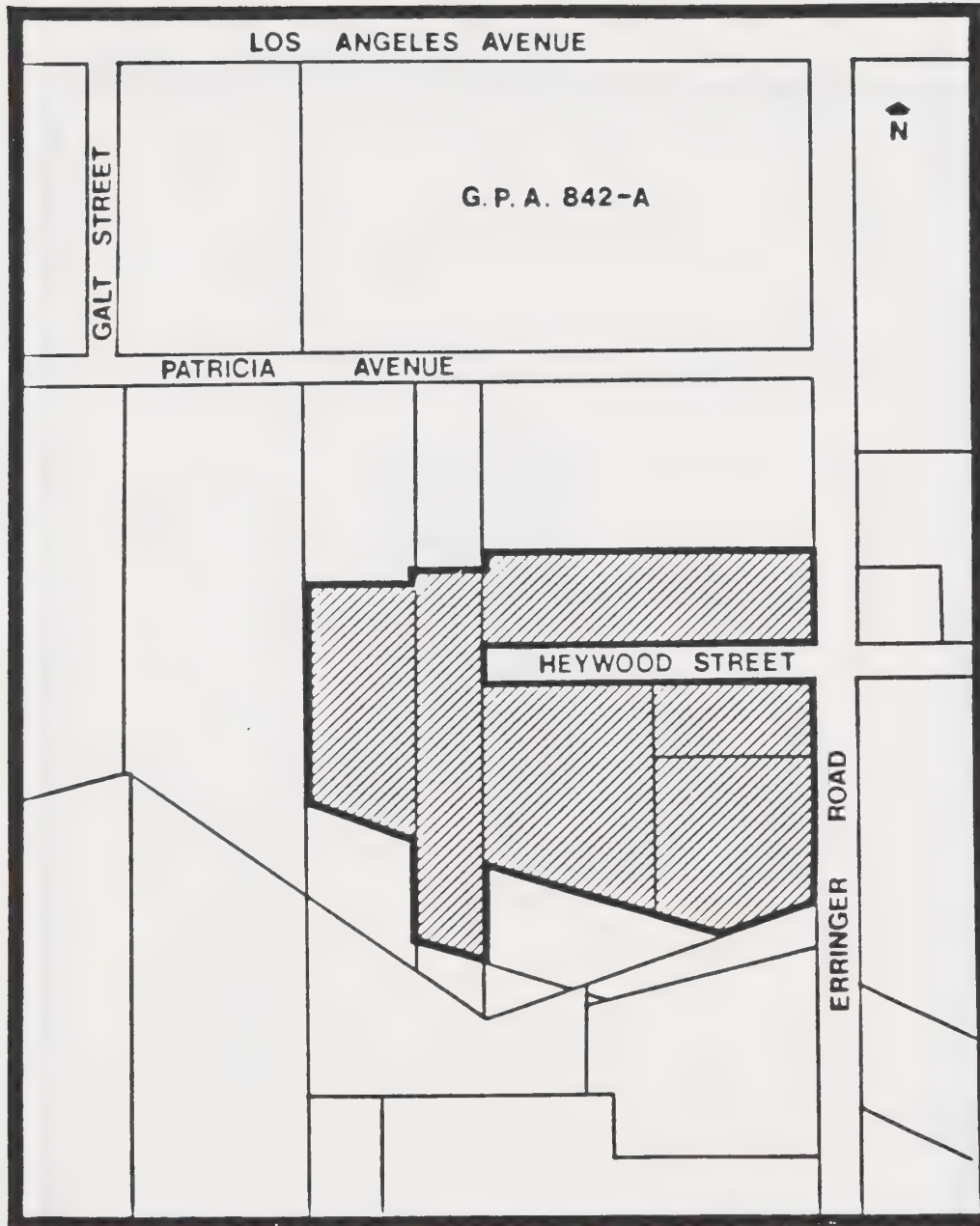
GENERAL PLAN AMENDMENT 84-1
LAND USE ELEMENT
COMPONENT 841-C



Approximately ±102 acres located 2,000 feet south of the Arroyo Simi between Tapo Street and Tapo Canyon Road, changed from "Institutional" to "Business Park."

Approved 4-2-84
Res. No. 84-37

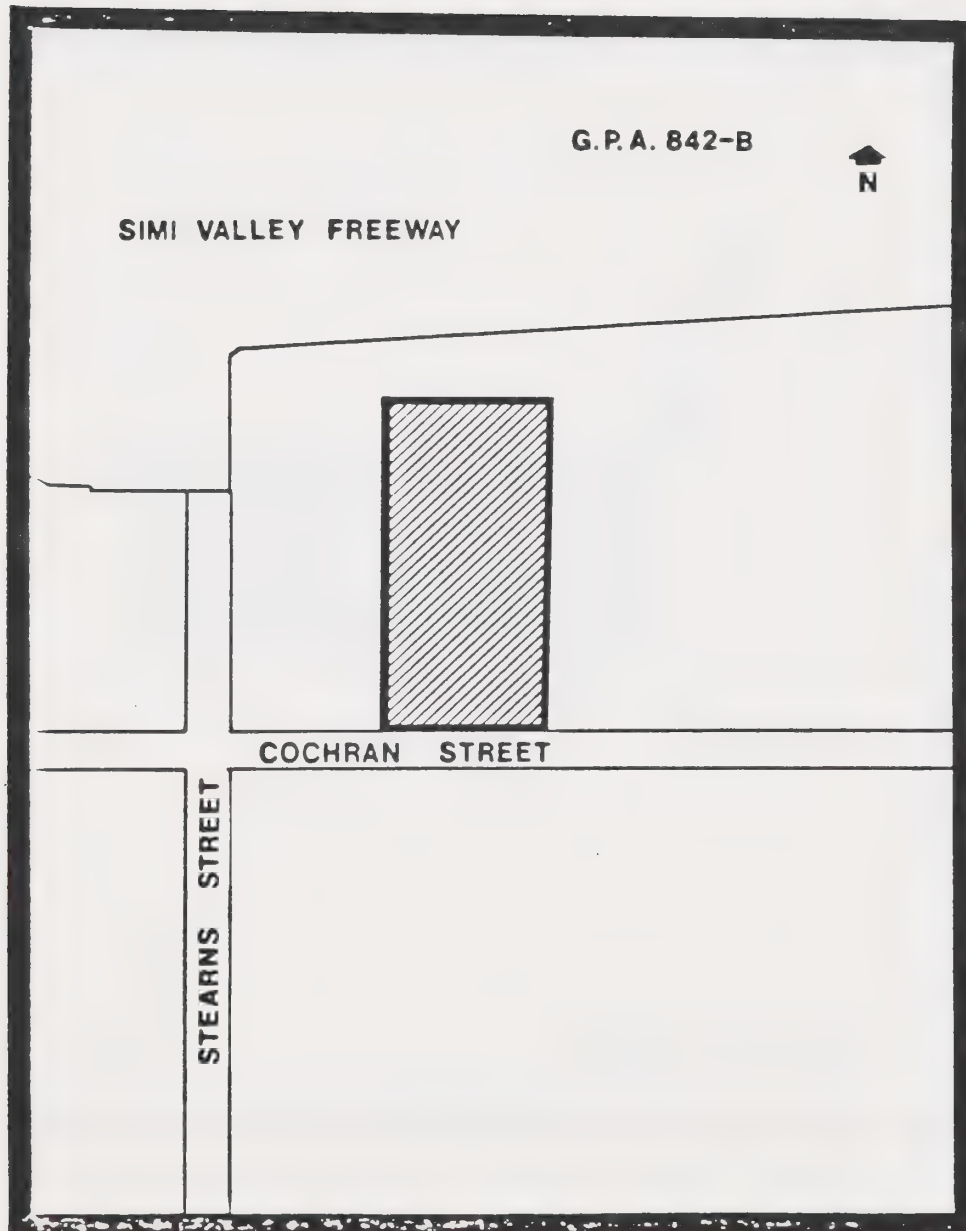
GENERAL PLAN AMENDMENT 84-2
LAND USE ELEMENT
COMPONENT 842-A



Approximately 12.50 acres located between Arroyo Simi and extending 180 feet to the north of Heywood Street and 978 feet to the west of Erringer Road, changed from High Density Residential and General Commercial to Office Commercial and to remove the "Hospital Overlay" designation from a portion of the site.

Approved 6-11-84
Res. No. 84-67

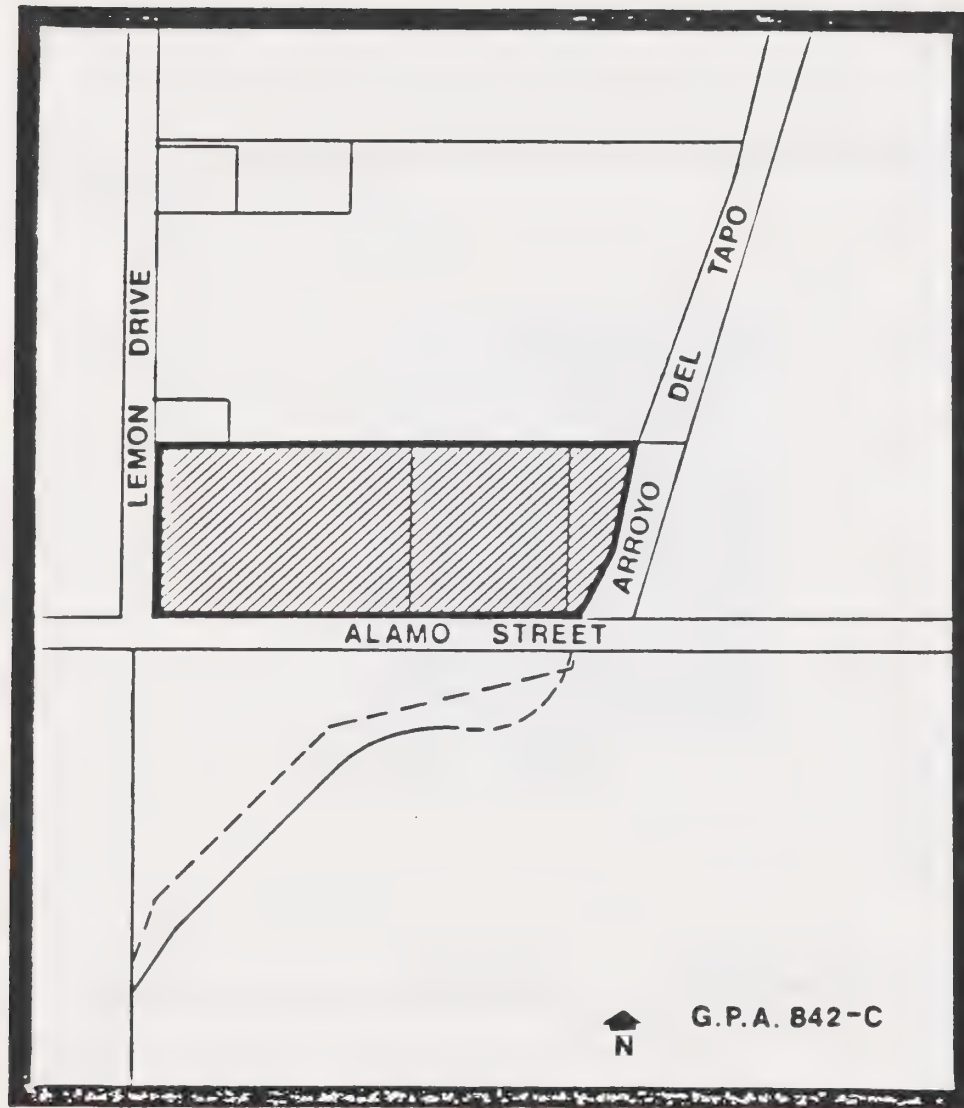
GENERAL PLAN AMENDMENT 84-2
LAND USE ELEMENT
COMPONENT 842-B



Approximately 4.29 acres located on the north side of Cochran Street, 300 feet east of Stearns Street, changed from Commercial Office to General Commercial.

Approved 6-11-84
Res. No. 84-67

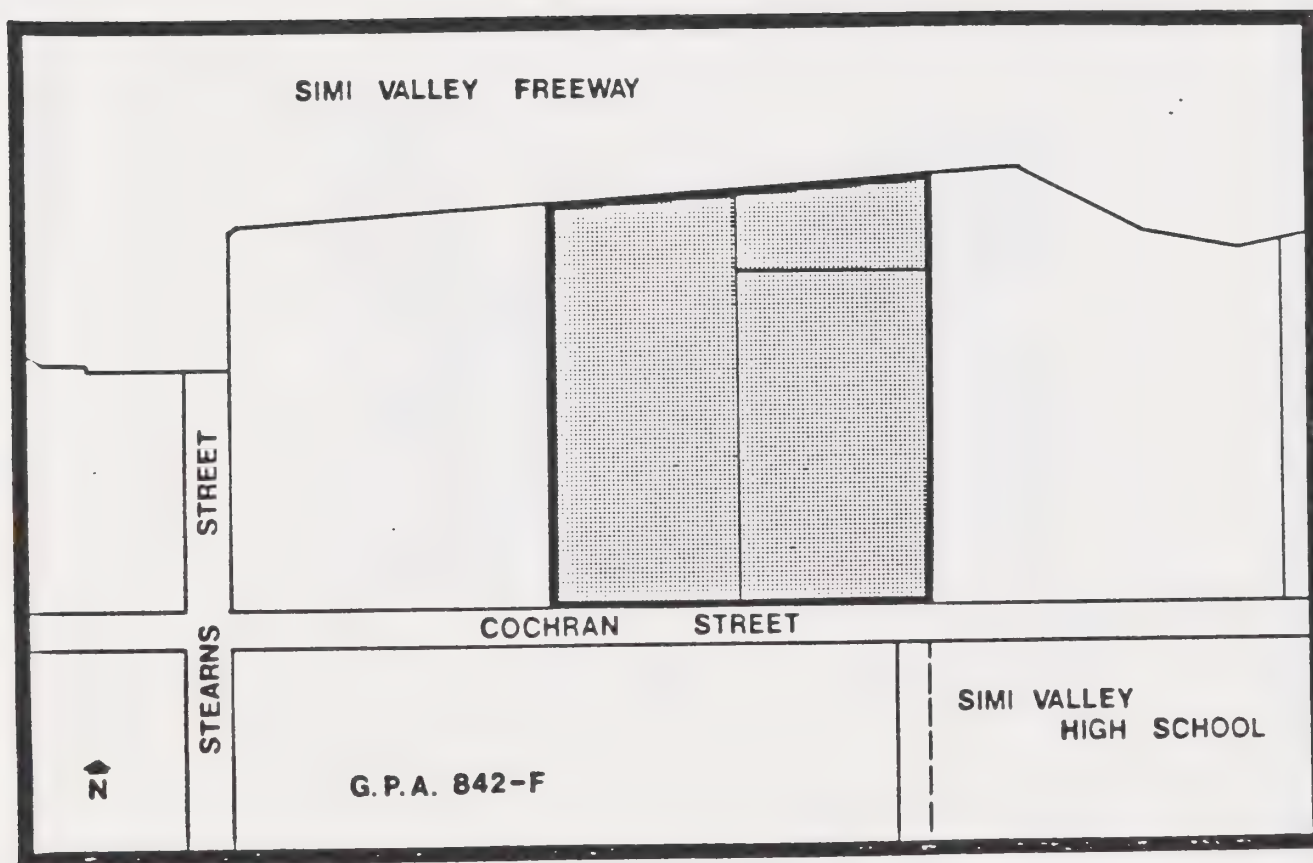
GENERAL PLAN AMENDMENT 84-2
LAND USE ELEMENT
COMPONENT 842-C



Approximately 5.8 acres on the northeast corner of Alamo Street and Lemon Drive, changed from Intermediate Density Residential to Commercial Office.

Approved 6-11-84
Res. No. 84-67

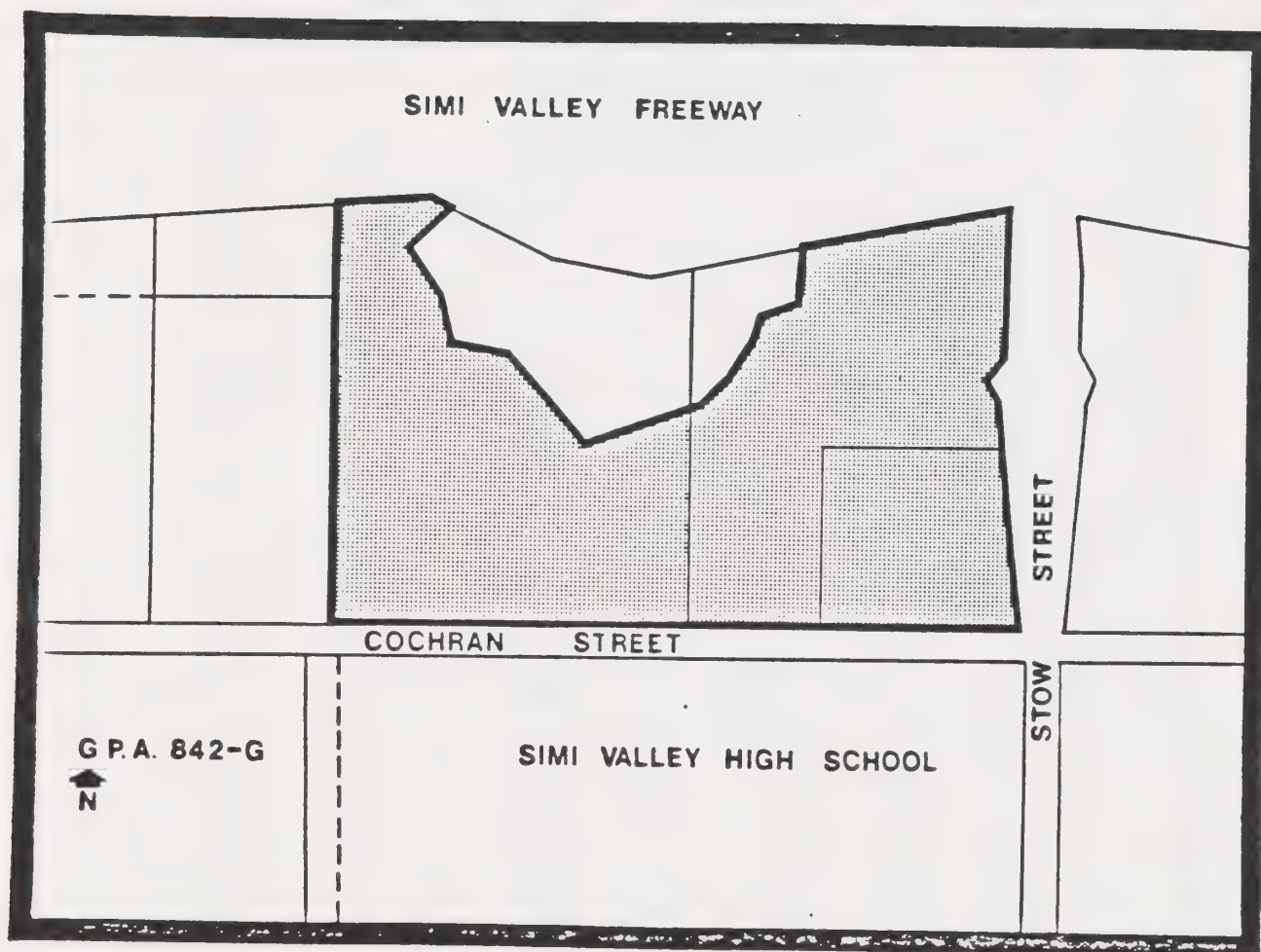
GENERAL PLAN AMENDMENT 84-2
LAND USE ELEMENT
COMPONENT 842-F



Approximately 11.44 acres located on the north side of Cochran Street, 633 feet east of Stearns Street, changed from Low Density Residential to High Density Residential.

Approved 6-11-84
Res. No. 84-67

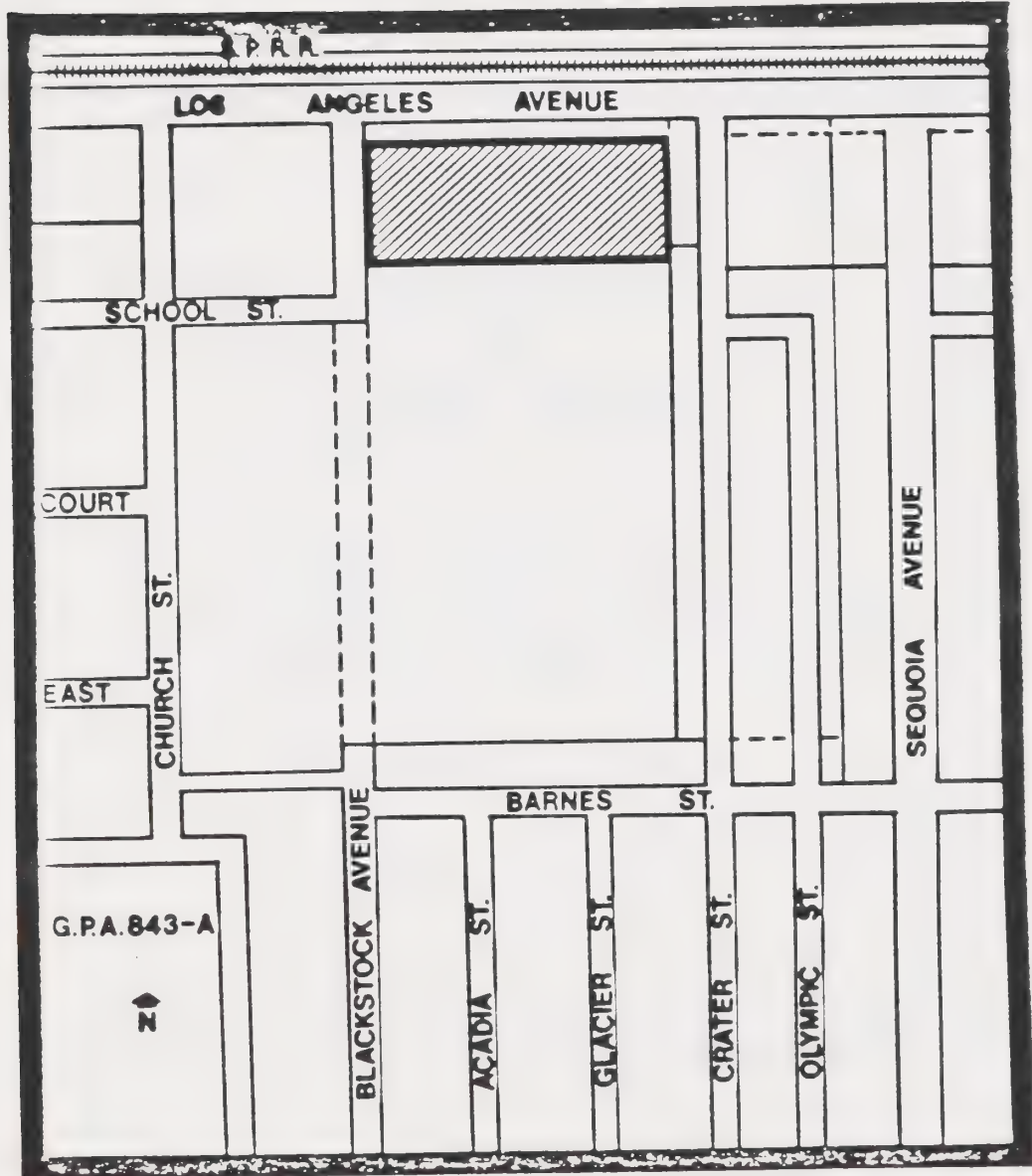
GENERAL PLAN AMENDMENT 84-2
LAND USE ELEMENT
COMPONENT 842-G



Approximately 16.98 acres located on the northwest corner of Stow Street and Cochran Street, changed from Intermediate Density Residential to High Density Residential.

Approved 6-11-84
Res. No. 84-67

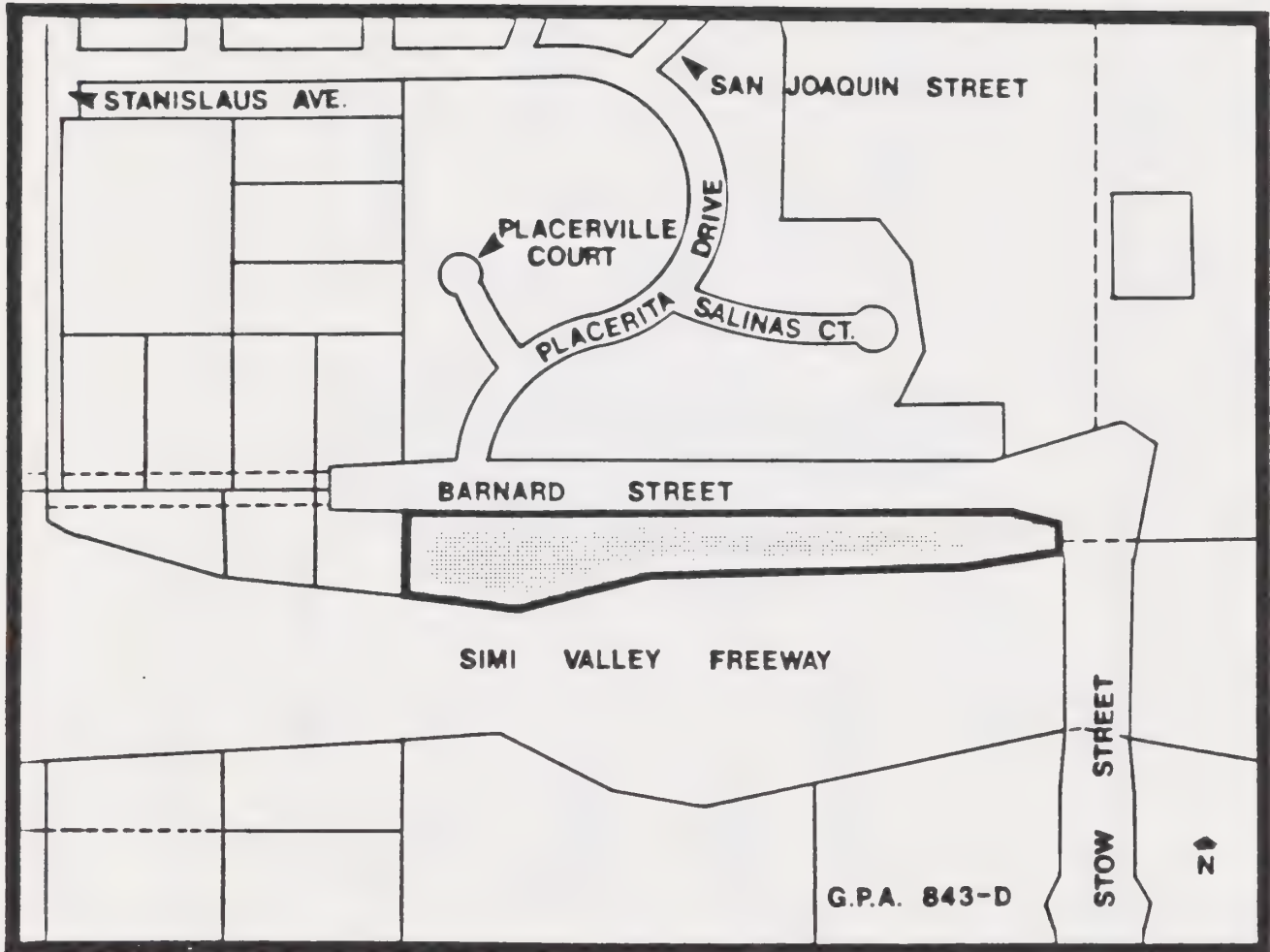
GENERAL PLAN AMENDMENT
LAND USE ELEMENT
COMPONENT 843-A



Approximately 4.0 acres located on the southeast corner of Blackstock and Los Angeles Avenue changed from Special Education School to General Commercial.

Approved 8-15-84
Res. No. 84-135

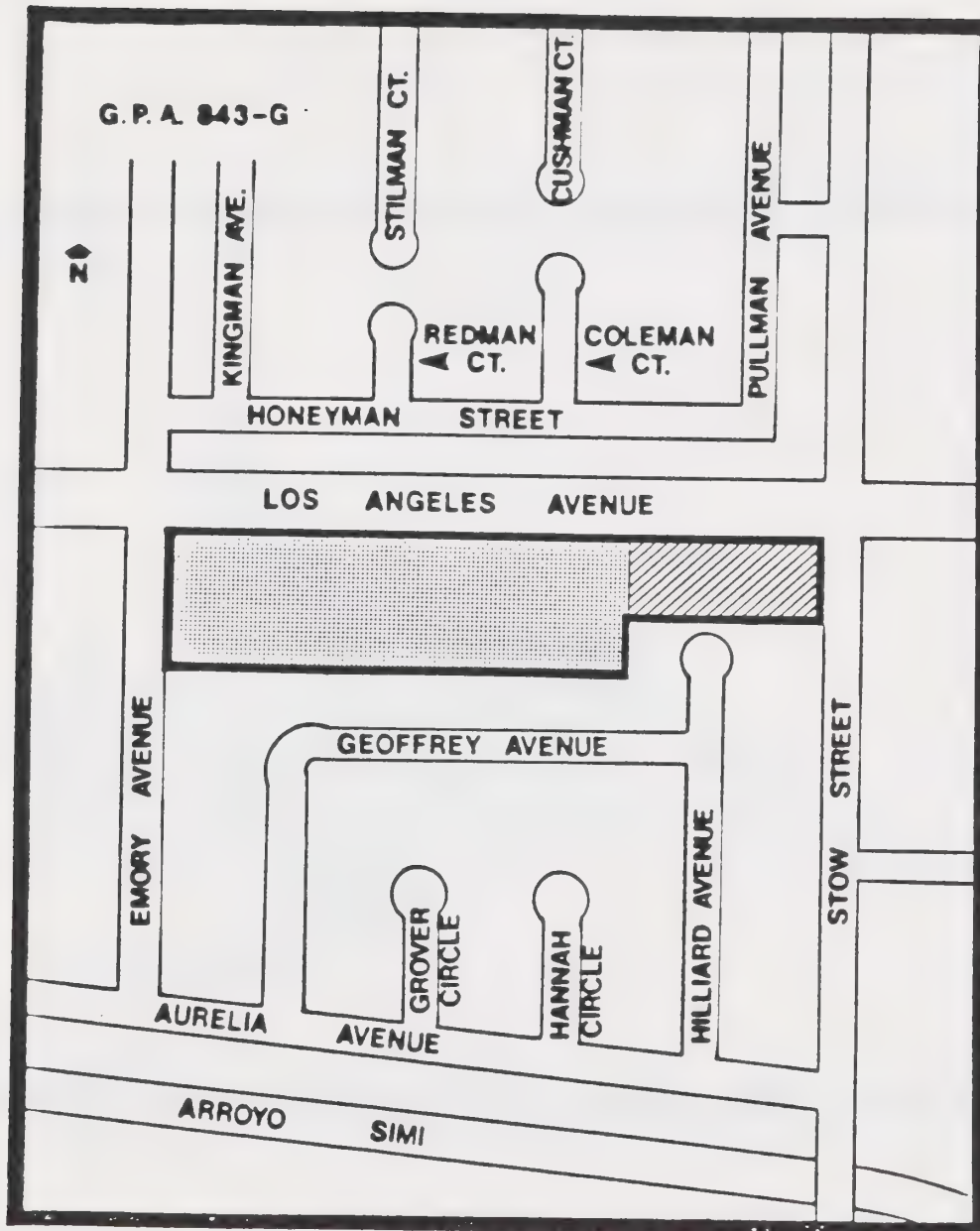
GENERAL PLAN AMENDMENT
LAND USE ELEMENT
COMPONENT 843-D



Approximately 4.2 acres located on the south side of Barnard Street to the west of Stow Street changed from Low Density Residential to Medium Density Residential.

Approved 8-15-84
Res. No. 84-135

GENERAL PLAN AMENDMENT
LAND USE ELEMENT
COMPONENT 843-G



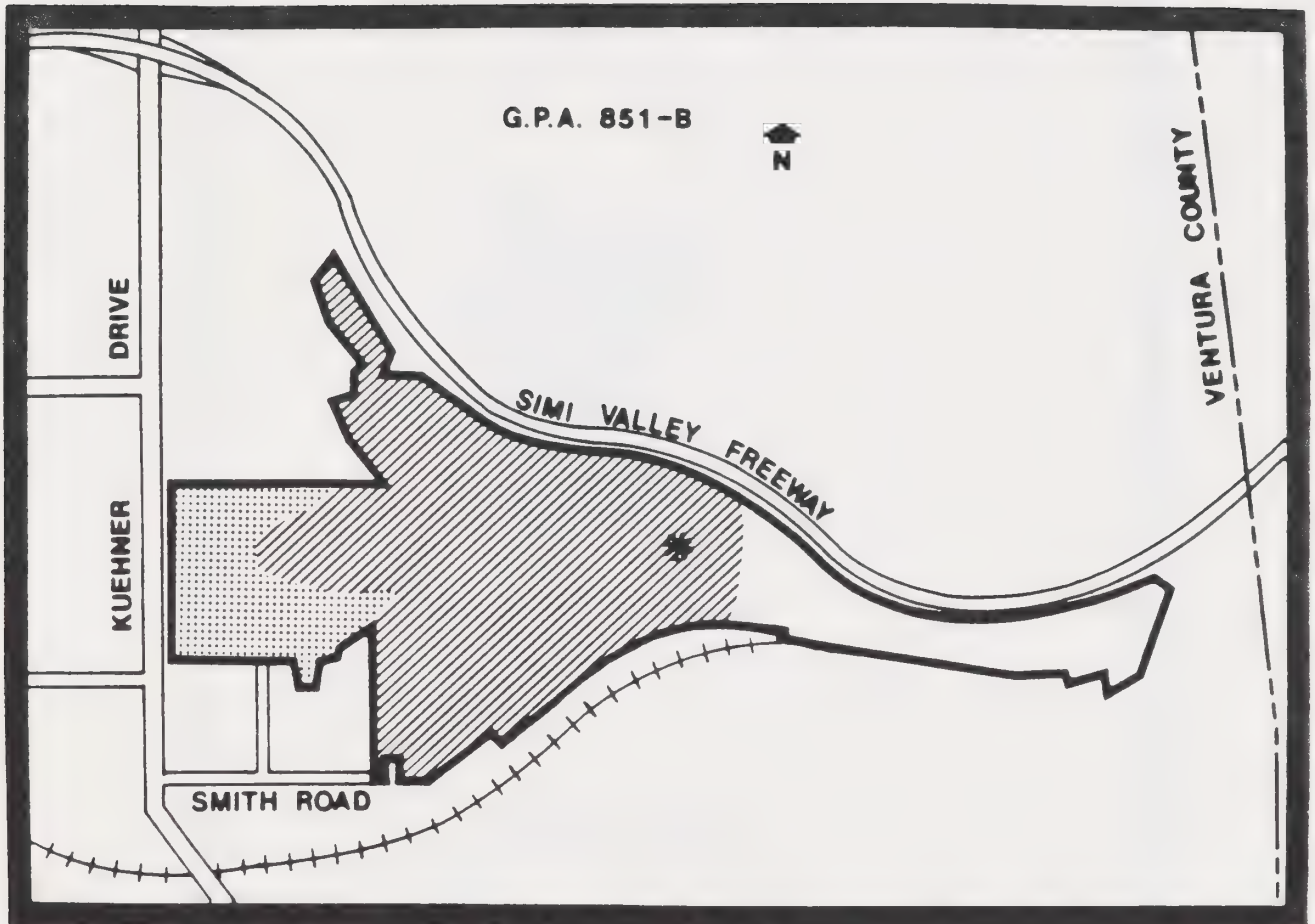
Approximately 1.92 acres located on the southwest corner of Los Angeles Avenue and Stow Street changed from High Density Residential to Commercial Office, except Assessor Parcel Number 651-020-44, located on the southeast corner of Los Angeles Avenue and Emory Avenue, which retains the designation of High Density Residential.

Approved 8-15-84
Res. No. 84-135

GENERAL PLAN AMENDMENT 85-1

LAND USE ELEMENT

COMPONENT 851-B

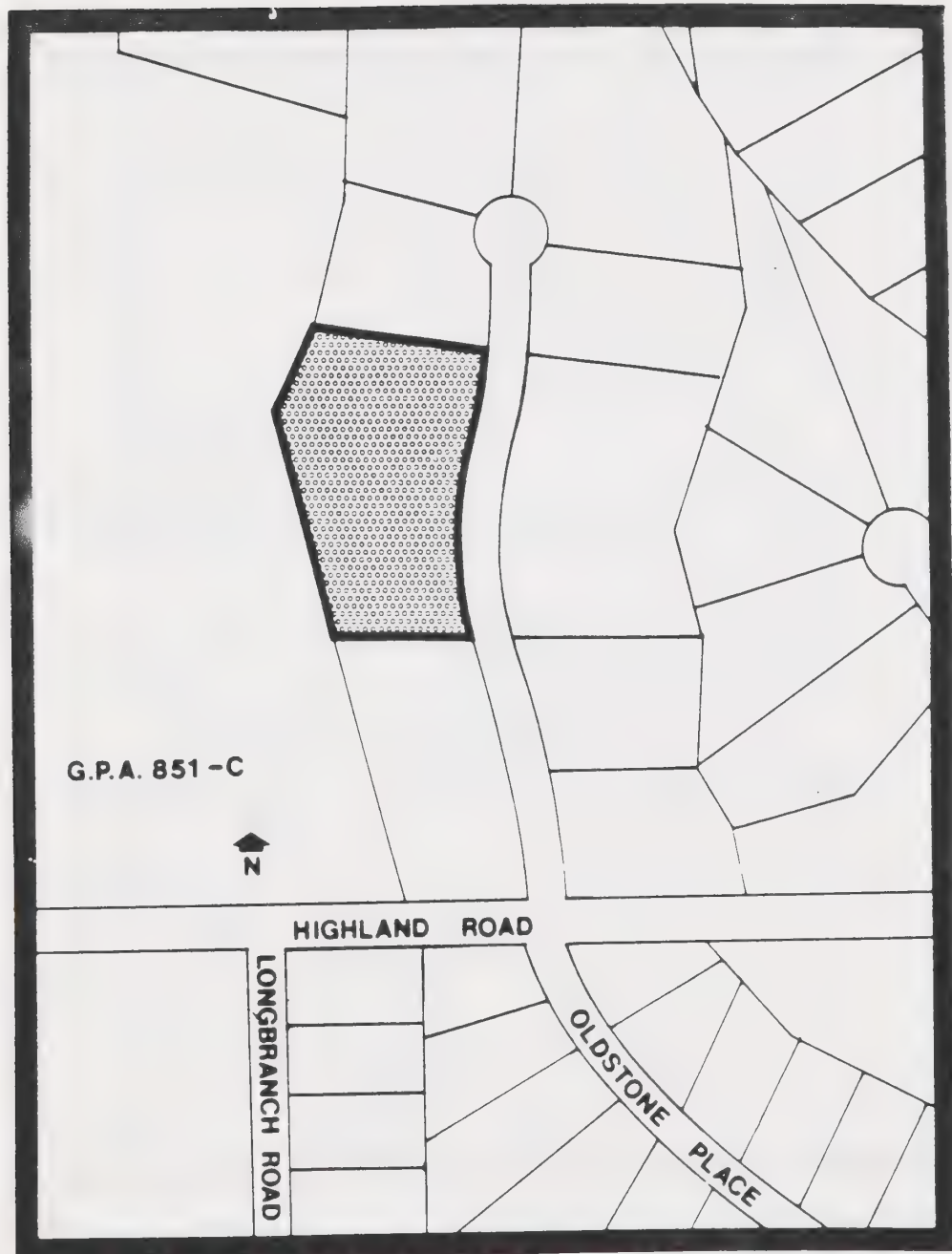


Approximately a 40 acre portion of Assessor's Parcel No. 657-010-080, east side of Kuehner, 980 feet north of Smith Road changed from "Commercial Recreation" and "Junior High School" site to "Intermediate Density Residential." The remaining portion of the site retains the designations of "Open Space" and "Commercial Recreation" with the inclusion of a "Neighborhood Park" node.

GENERAL PLAN AMENDMENT 85-1

LAND USE ELEMENT

COMPONENT 851-C



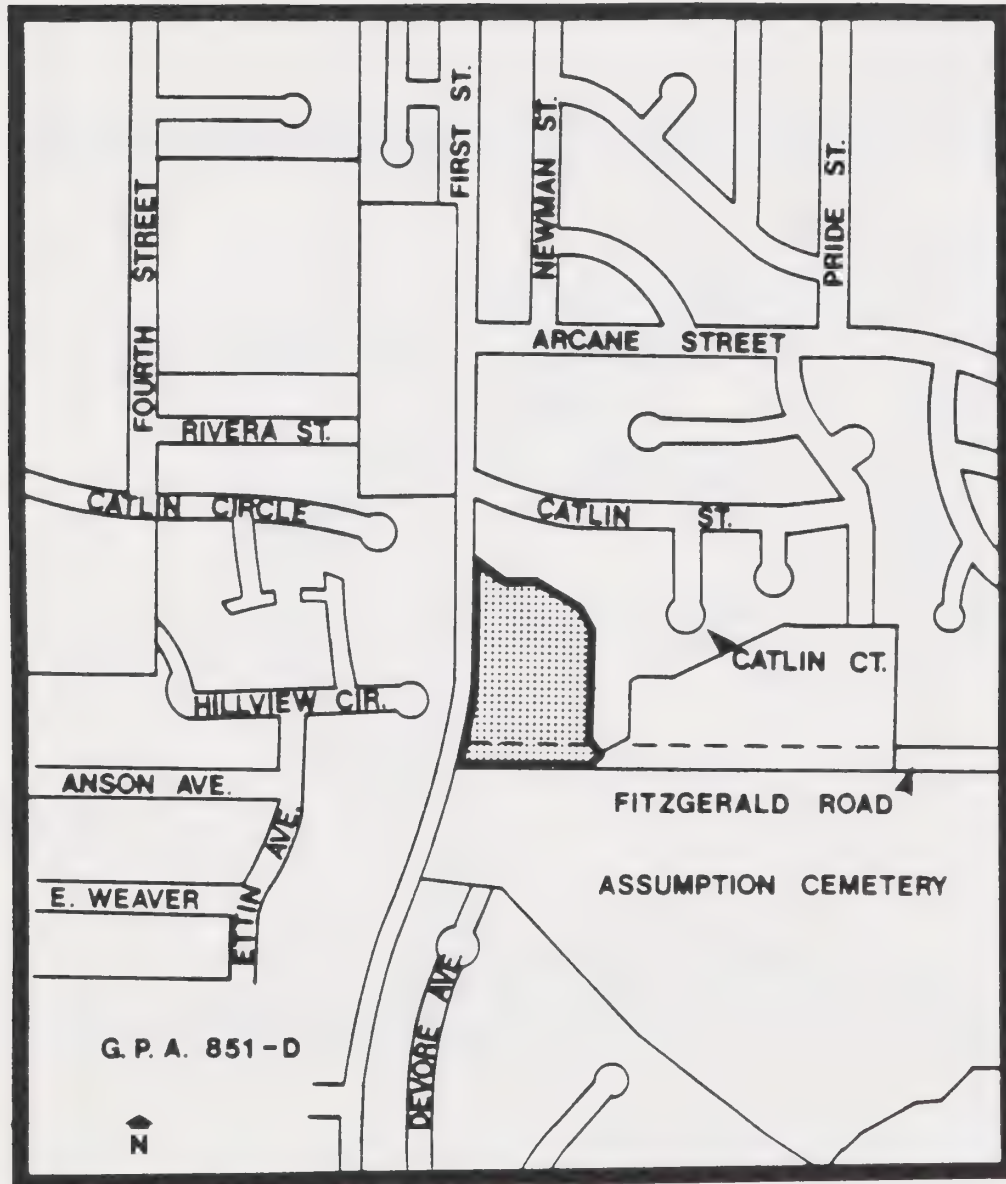
Approximately 2.1 acres located on the west side of Oldstone Place, 325 feet north of Highland Road changed from "Residential Estate" (1 acre minimum lot size), to "Very Low Density Residential" 20,000 sq.ft. minimum lot size.

Approved 6-3-85
Res. No. 85-81

GENERAL PLAN AMENDMENT 85-1

LAND USE ELEMENT

COMPONENT 851-D

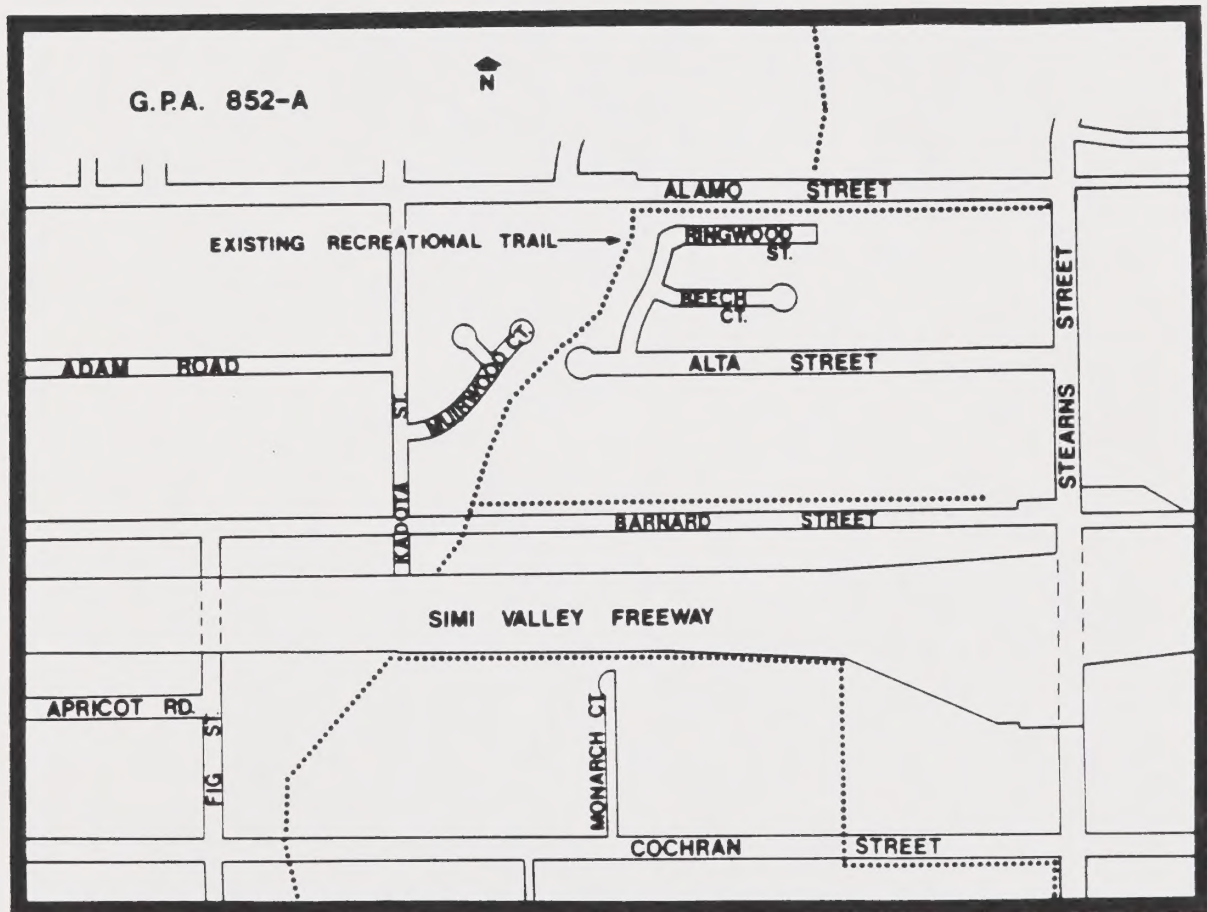


Approximately 4.74 acres located on the northeast corner of First Street and future extension of Fitzgerald Road changed from "General Commercial" to "Intermediate Density Residential."

GENERAL PLAN AMENDMENT 85-2

LAND USE ELEMENT

COMPONENT 852-A



Deletion of a north-south 690 foot portion of a "Recreational Trail" south of Alamo Street and 180 feet west of Stearns Street and deletion of an east-west "Recreational Trail" along the north side of Alamo Street between the Las Lajas Arroyo and Stearns Street involved in a portion of approximately 9.5 acres, Assessor Parcel Numbers 625-120-03 through 08. Also, an east-west "Recreational Trail" along the south side of Alamo Street between Las Lajas Arroyo and Stearns Street was added.

C124893767

